



# Adopted Biennial Capital Improvement Plan Fiscal Years 2013-2022



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# Vision for Arlington County

“Arlington will be a diverse and inclusive world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important.”

- Adopted by the Arlington County Board January 26, 2002

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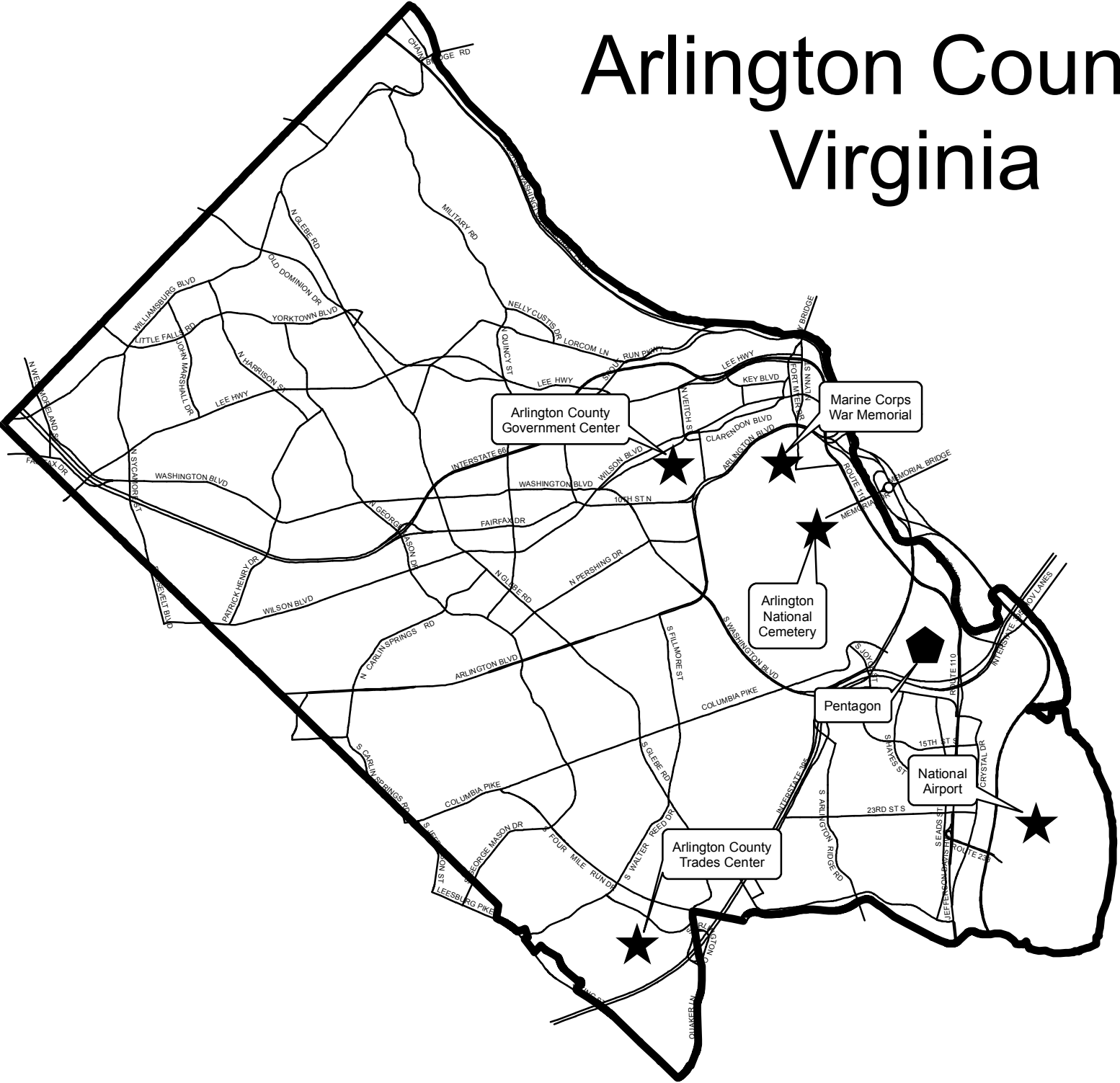
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# Arlington County, Virginia



Arlington County Government Center

Marine Corps War Memorial

Arlington National Cemetery

Pentagon

National Airport

Arlington County Trades Center



# Capital Improvement Plan Introduction

## A. Overview

The Capital Improvement Plan (CIP) is one of the most significant planning processes for Arlington County and Arlington Public Schools. This plan identifies the capital needs of the community over a ten-year period. This plan not only identifies the immediate needs but also seeks to capture longer-term capital needs.

The CIP is a planning document that is updated biennially and subject to change as the needs of the community become more defined and individual projects move along in their respective planning and budgeting processes. The effective use of a CIP process provides for considerable advance project identification, planning, evaluation, scope definition, design, public discussion, cost estimating, and financial planning.

The objectives used to develop the CIP include:

- To preserve and improve the infrastructure of Arlington through capital asset construction, rehabilitation and maintenance;
- To maximize the useful life of capital investments by scheduling major renovations and modifications at the appropriate time in the life-cycle of the facility;
- To identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used to the community's best advantage; and
- To improve financial planning by comparing needs with resources, estimating future bond issues, and identifying potential fiscal implications.

The CIP is the primary instrument for planning the funding and timing of the needs and priorities that have been approved by the County Board. The funding and implementation of CIP projects follow in the form of bond referenda; the annual appropriation of Pay-As-You-Go (PAYG) projects by the Board as part of the annual operating budget; and approval / receipt of other funding sources identified in this document.

## B. Capital Project Definition

Capital projects result in economic activities that lead to the acquisition, construction, or extension of the useful life of capital assets. Capital assets include land, facilities, parks, playgrounds and outdoor structures, streets, bridges, pedestrian and bicycle systems, water and sewer infrastructure, technology systems and equipment, traffic control devices, and other items of value from which the community derives benefit for a significant number of years.

Capital expenditures and operating expenditures are primarily differentiated by two characteristics: dollar amount of the expenditure and the useful life of the asset acquired, constructed, or maintained. Capital expenditures will enhance, acquire or extend the useful life of assets through a variety of activities. Generally, land acquisition, feasibility studies, planning, design, construction, asset rehabilitation, enterprise technology acquisition, and project Implementation, are activities associated with capital projects. Capital projects are typically funded with a variety of County sources – the primary two of which include bond and PAYG. Bond funds are usually reserved for the big ticket items such as new construction or major renovations or alterations with a useful life of at least ten years. PAYG funds are used for smaller scale renovations or maintenance type projects with a useful life of at least five years. In general, capital projects in the CIP:

- Have a total project cost in the range of \$100,000 or more.
- Range from construction of new buildings to renovations, additions, or conversions, or demolition of existing facilities.
- Have a minimum useful life of five years, significantly extend the useful life of an asset, or significantly alter the nature and character of an asset (i.e. not to include annual asset maintenance costs, annual warranty cost or other ongoing costs).

The CIP has also traditionally been the vehicle by which planning for technology capital investments occurs. In general, technology capital projects in the CIP:

- Have an estimated cost in excess of \$25,000 and /or require six months or 1,000 hours for implementation or completion.
- Include applications systems, network design and implementation, telecommunications infrastructure, enterprise hardware and software systems, web design and implementation services, document imaging, data base design and development, consulting services (business process studies, requirements analysis or other studies), and technology associated with new construction and/or renovation and relocation projects.
- Have a minimum useful life of three years, significantly extend the useful life of an asset (i.e. not to include annual software and hardware maintenance and upgrade costs, warranty costs or other ongoing costs), provide a significant enhancement to functionality, or represent a change of platform or underlying structure.

### **C. CIP Development Process**

Capital projects originate from a variety of sources. County Board appointed commissions, advisory groups, and task forces typically advise the Board or develop long-term plans that recommend certain types of improvements. In some cases, individual residents request improvements to their streets, playgrounds or other County facilities. Neighborhood associations and business groups may also suggest projects and work with County staff on projects. Some projects are initiated by staff based on adopted County master plans, such as the Transportation Master Plan or the Storm Water Master Plan.

Projects typically come forward through the sponsoring department that is responsible for their implementation but also come from staff that exercises operational control over County assets. Given that there are always more project proposals submitted than can be funded in a given year, various criteria are used to assist in prioritizing capital projects. These criteria included a test for immediate safety, legislative, or judicial requirements, the project's ability to be implemented in the timeline proposed, linkages to other approved and funded projects, linkages to an approved County master plan, other goals and

objectives of the County, and direct benefit to citizens. Other considerations include current and future fiscal impact, cost of deferring a project, alternative funding sources, and County and private development goals and plans.

Similar to the previous CIP formulation, staff organized into to a CIP Working Group to develop the CIP. The CIP Working Group included key leadership from all major areas of capital, including all deputy directors from DES, the Parks Planning Division chief, representatives from DTS and CPHD, (representing the Neighborhood Conservation program) along with public safety staff. The CIP Working Group reviewed all initial departmental requests in a series of briefings in January and February. In March, the CIP Working Group went through a series of prioritization and debt capacity exercises to form an initial recommendation to the County Manager. Working behind the scenes to support the Working Group was a Core Production Team, focused on organizing the process, schedule, and decisions needed to produce the CIP. The Core Production team consists of the Director of DMF, the Deputy Director of Facilities and Engineering, and technical staff from DES and DMF.

As discussed in more detail under “Financial & Debt Management Policies” below, the consolidated recommendations were considered against various debt capacity scenarios to develop the final CIP. Throughout the process, the team consulted with program managers and other subject matter experts within the departments.

#### **D. Financial & Debt Management Policies**

The Board-adopted financial and debt management policies provide the parameters for the amounts and timing of bond-financed projects to be included in the CIP, ensuring that the CIP is financially sustainable and that it supports the County’s triple-A bond ratings. The County’s debt capacity policies are summarized below and a complete copy of the County’s financial policies are included later in this section:

1. The ratio of net tax-supported debt service to general expenditures should not exceed ten percent, within the ten-year projection.
2. The ratio of net tax-supported debt to full market value should not exceed four percent, within the ten-year projection.
3. The ratio of net tax-supported debt to income should not exceed six percent, within the ten-year projection.
4. Growth in debt service should be sustainable consistent with the projected growth of revenues. Debt service growth over the ten year projection should not exceed the average ten year historical revenue growth.
5. The term and amortization structure of County debt will be based on an analysis of the useful life of the asset(s) being financed and the variability of the supporting revenue stream. The County will attempt to maximize the rapidity of principal repayment where possible. In no case will debt maturity exceed the useful life of the project.

As part of the iterative process of analyzing debt capacity and projected debt service growth of capital projects, staff analyzed cashflow projections for each project. These projections were matched against unspent bond proceeds from previous bond sales and authorized but not yet issued bond authority to develop reasonable new bond sale assumptions over the ten year period that live within the Board’s sustainable debt service growth policy.

## E. Sources of Capital Funds

Funding for capital improvements comes from a number of sources. These funds are generated through local taxes, fees, charges, outside funding or other similar sources. The availability of these funds is sensitive to economic cycles.

**Pay-As-You-Go (PAYG)** comes from annual appropriations and is part of the adopted operating budget. PAYG funding provides the greatest flexibility since it is not constrained by tax-exempt bond requirements and historically has funded maintenance capital projects, regional partnership programs and other projects such as Neighborhood Conservation and Neighborhood Traffic Calming. Projects that are typically smaller in scale as well as minor renovations are likely candidates for PAYG funding – as long as the project has an expected useful life of at least five years or more. PAYG also:

- Has no debt service cost that has to be paid on the expenditure;
- Is available at the start of the fiscal year;
- Must compete with operating programs for funding;
- Does not have to be approved through referendum; and
- Can be carried over at the end of each fiscal year.

Also as part of PAYG budget a decal fee allocation was adopted by the Board on April 24, 2010 (part of the FY 2011 budget adoption), and was originally set at \$1 million for bicycle pedestrian projects. However, the language as written has been interpreted to allow the amount to exceed \$1 million annually when the revenues come in higher than anticipated, as was the case in FY 2011. The FY 2013 decal fee funded projects include: Bike Arlington, Improvements to corridors outside principal business districts, and Capital Bike Share.

**Bond financing** refers to debt financing of projects. Arlington County most often sells general obligation bonds. Bond financing is generated through the borrowing of funds (principal) at a cost (interest) through the sale of municipal bonds. There are several types of bond financing:

- *General obligation bonds* - Arlington typically issues general obligation bonds, which must first be approved by the County's voters and are secured by the full faith and credit of the County. Arlington's practice is to schedule bond referenda for even-numbered calendar years, which correspond to the bond sale in odd-number fiscal years.
- *Revenue bonds* – Arlington has issued low interest rate revenue bonds through the **Virginia Water Revolving Loan Fund (VRLF)** run by the **Virginia Resources Authority** for improvements to the Water Pollution Control Plant. Revenue bonds are typically secured solely by user fees or projected revenues and include no pledge from the General Fund. Revenue bonds typically carry a higher interest rate than GO bonds and generally have debt service coverage and other financial restrictions. The FY 2013 – FY 2022 CIP includes revenue bond funding beginning in FY 2014 supported by the Transportation Capital Fund as well as revenue bond funding beginning in FY 2015 for the Route 1 streetcar and other transportation improvements supported by the Crystal City Tax Increment Financing Fund.
- *Lease revenue or annual appropriation bonds* – These types of bonds are secured by a “subject to appropriation” pledge by the County Board and do not require voter approval. (See “Lease-purchase finance” below) They generally require the use of a third party to execute the lease transaction, such as the **Industrial Development Authority (IDA)**, Virginia Resources Authority, or Virginia Municipal League / Virginia Association of Counties.

One of the criteria used to determine which projects will be funded with bond proceeds is the useful life of the improvement. Projects funded with bond proceeds generally have a useful life that is similar in length to the repayment schedule of the bonds. Historically, Arlington has issued 20-year general obligation serial bonds and paid the bonds using a two-year step-up schedule of principal repayment, and the average bond principal is outstanding for approximately 11 years. The Board's financial policies allow for longer term bonds as long as the term of the bonds does not exceed the useful life of the project, and also allows for alternative amortization structures such as level debt service to better match certain revenue streams. Another capital funding source is **inter-jurisdictional payments**. Arlington has agreed to provide services to other jurisdictions through contractual agreements. For example, wastewater treatment services for some areas of Alexandria, Falls Church, and Fairfax County are provided by Arlington's Water Pollution Control Plant. These jurisdictions also share in the cost of capital improvements of this facility, thus reducing the cost to Arlington users.

**Lease-purchase finance (or Master Lease)** represents another source of capital financing to acquire equipment, rolling stock, furniture and technology purchases that have useful lives ranging from three to ten years. Master lease financing is very flexible, allowing the County to finance projects with minimal transaction costs and on an "as needed" basis over the term of the master lease. Because of the short-term maturities of master lease financing, interest rates are typically lower than rates on long-term bonds. The County typically procures equipment using temporary funding sources, and then draws funds from the master lease financing institution to reimburse the temporary sources.

**Infrastructure Availability (formerly hook-up) fees** are another source of capital funding. These fees are assessed to developers and builders to join the water and sewer systems, based on the cost of capacity (volume) of the systems being "used up" by the customer. These funds are programmed during the annual budget process and can be used only for utilities projects.

The **Transportation Capital Fund** is a source of funding authorized by the General Assembly in 2007 enabling the County to levy an additional real estate tax on industrial and commercial properties for transportation initiatives. In April 2008, the County Board adopted a tax of \$0.125 per \$100 of assessed value, yielding projected revenues of \$24 million in FY 2013 for transportation projects. The commercial real estate tax is proposed, beginning in FY 2015, to support bond financing. Proceeds of the tax are held in a separate fund.

The **Crystal City – Potomac Yard – Pentagon City Tax Increment Financing Area** was established in 2010 to support the infrastructure investment needed as part of the Crystal City Sector Plan as well as the neighboring areas of Potomac Yard and Pentagon City. Tax increment financing (TIF) is a mechanism used to support development and redevelopment by capturing the projected increase in property tax revenues in the area and investing those related infrastructure improvements. Unlike a special district, it is not an additional or new tax; rather, it redirects and segregates the increased property tax revenues that would normally flow to the General Fund. The amount of tax increment revenue is determined by setting a baseline assessed value of all property in the area on January 1, 2011 and in each subsequent year, tracking the incremental increase in assessed values relative to the base year, and segregating the incremental revenues in a separate fund. The County Board approved allocating 33 percent of the incremental revenues to the Crystal City – Potomac Yard – Pentagon City area.

The **Stormwater Management Fund** relies on a source of funding adopted by the County Board in April 2008 to fund operating and capital costs to upgrade and expand the County's stormwater drainage and sewer infrastructure. The Board adopted a County-wide sanitary district tax of \$0.01 per \$100 of assessed value. This rate was raised to \$0.013 in April 2010 and provides extra funds for capital projects. The sanitary district tax could ultimately be used to support bond financing. Proceeds of this tax are held in a separate fund.

**Developer contributions** are also an important source of funding. These are contributions paid by developers to finance specific projects. Examples of these projects are utility undergrounding and street lighting.

Finally, there are **grants and reimbursements or other revenue** from the state and federal governments. These are funds provided by the Commonwealth of Virginia or the federal government for reimbursement of costs for certain capital improvements. Whenever possible, state or federal reimbursement is sought to offset County tax support and is included in the planning process. (See the Transportation & Pedestrian Initiatives section of the CIP for some current examples.)

## F. Definition of Terms Used in Capital Planning

**Arbitrage:** Arbitrage is the gain a tax-exempt issuer may be able to obtain by borrowing at a tax-exempt rate and investing at a taxable rate. The Tax Reform Act of 1986 and subsequent amendments relating to the issuance of tax-exempt debt and arbitrage regulations had a dramatic affect on all issuers of tax-exempt debt.

**Arbitrage Rebate:** Refers to the requirement to rebate to the Federal government investment earnings derived with the proceeds of tax-exempt debt that are in excess of the earnings that would have been earned had the proceeds of the debt been invested at the same interest rate as that paid to the holders of the tax-exempt debt.

**Architecture and Engineering (A&E):** Professional services performed to facilitate planning, development, designs, cost estimates and construction of buildings, parks, streets, utilities, and other capital infrastructure.

**Bond Funding:** Funding derived from the public sale of bonds for which interest is paid to buyers for the use of the money.

- CIP programs and projects funded by bond financing are approved by the County Board for inclusion on a bond referendum.
- Voters approve each bond referendum. In Arlington, a bond referendum is placed on the ballot for voter approval every other November, concurrent with Congressional/Presidential elections.
- Funds cannot be spent until after the referendum is approved by the voters, the Board approves the authorization and the County has developed cash flow plans.
- Spending rules are established based on referendum language and IRS regulations.

**Bond Issuance Costs:** Costs associated with the sale of bonds. Expenditures include fees to bond rating agencies, administrative expenses, legal fees, etc.

**Capital Planning Process:** The process of identifying, planning, evaluating and scoping projects, establishing performance standards, conducting public discussion, estimating costs and financial planning for capital projects. These processes should be completed for current year funding requests and underway for projects proposed in subsequent years.

**Full Time Equivalent (FTE):** The measure of authorized personnel. It is calculated by equating 2,080 hours of work per year (2,912 for uniformed firefighters) with the full-time equivalent of one position (referred to in the budget as an FTE).

**Inflation Factor:** An increased cost applied to out year projects in the CIP to account for increases in costs over time; in the CIP, inflation is assumed at 3% annually.

**Out Years:** All years after the current funding year. For example, in the FY 2013 – FY 2022 CIP, all years after FY 2013 are considered out years.

**Overhead:** The capital project should bear the cost of staff time spent directly on the implementation of the projects funded. In certain cases, the project can also bear the cost of program planning or preliminary business processes used in advance of funding or bringing the project to completion of scope.

**Rules:** This applies to limitations on the use of funds as a result of special revenue requirements. Inter-jurisdictional agreements for sewer construction reimbursement can only be applied to non-expansion costs of specific projects. Grants can only be spent under the terms and conditions provided with the grant. Bonds can only be used consistent with the language of the referendum and for items consistent with bond counsel determination, etc. Rules are not intended to imply administrative procedures, but rather legal requirements.

**Total Project Cost:** The CIP reflects the full cost of each project. The total cost includes such items as design, construction, right-of-way, construction management, utility relocations, hardware and software purchases, equipment needed to make the improvement useful, and appropriate overhead and operating costs.

## **GUIDE TO READING THE FY 2013 – FY 2022 CAPITAL IMPROVEMENT PLAN**

The adopted FY 2013 – FY 2022 Capital Improvement Plan (CIP) provides comprehensive information on the near and longer-term facility and infrastructure capital improvements planned in the County over the next ten years.

The book is organized by the following sections: an introductory section, overview, capital funding, and the program areas under which the projects reside. Each one of these sections represents a key component of the overall picture of the adopted FY 2013-2022 CIP:

- The introductory section includes various information on the CIP process, policies and governance that help provide context and framework under which the CIP is formulated.
- The Overview sets the tone for the adopted CIP with the Chairman’s CIP message and provides status of existing projects, including summaries of authorized unissued bonds and projects that are underway. This section also describes the impact of the adopted FY 2013-2022 CIP on the operating budget.
- The Capital Funding section includes various financial summaries of the CIP by program and funding source. It also includes analysis of the County’s debt capacity as impacted by the adopted CIP.

The remaining three sections are dedicated to describing specific programs and projects included under the general government section, metro and transportation section, and the utilities and stormwater section. These sections detail the projects by major programs.

- The first part of each of the programs provides a summary overview of costs and funding sources. Also included is specific information on the impact bond/debt financing will have on annual debt service payments where applicable.
- The following pages provide a detailed description of each project, associated master plan impact, project justification, cost schedules, funding schedules, changes from the last CIP, and operating impacts, if any.

Like previous CIPs, the adopted FY 2013-2022 CIP is largely funded by debt, PAYG, and Master Lease Funding. In addition, the Transportation Capital Fund, the Crystal City, Potomac Yard and Pentagon City tax increment financing area and the Stormwater Management Fund are integrated in the comprehensive funding strategy for the CIP.

Please note that cost estimates are subject to market pressures and may not accurately reflect the actual costs incurred at project implementation.

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As part of the County’s effort to make these processes more accessible to citizens and responsive to the needs of the community, the method by which the ten-year CIP is developed, considered, and adopted is continually being improved. Suggestions for changes or comments regarding the CIP are welcome and encouraged and should be directed to [CIP@arlingtonva.us](mailto:CIP@arlingtonva.us).



## **CIP CALENDAR**

### **NOVEMBER 2011**

- FY 2013 – FY 2022 Capital Improvement Plan (CIP) staff kick-off

### **FEBRUARY 2012**

- County Manager presents FY 2013 PAYG Budget to the County Board

### **MARCH**

- Staff submits FY 2013 – FY 2022 CIP recommendations to the County Manager's Office
- County Board holds a public hearing on the County Manager's proposed FY 2013 budget, including the PAYG budget

### **MARCH/APRIL**

- County Board holds budget work sessions on PAYG and the operating budget with County departments and the Fiscal Affairs Advisory Commission
- County Manager's Community Forum on the Operating Budget

### **APRIL**

- County Board adopts FY 2013 Budget, PAYG Capital and Appropriations Resolutions for the County government and the public schools
- On-line "Open Forum" opened to the public for on-line comments on the CIP

### **MAY**

- Superintendent submits FY 2013 – FY 2022 Proposed CIP to the School Board on May 10
- County Manager submits FY 2013 – FY 2022 Proposed CIP to the County Board at its May meeting
- Joint worksession of the County Board and School Board – May 21
- Various boards and commissions review the FY 2013 – FY 2022 Proposed CIP

### **JUNE**

- School Board adopts the School's FY 2013 – FY 2022 CIP
- County Board worksessions on CIP – June 20 & June 28

### **JULY**

- County Board adopts the FY 2013 – FY 2022 CIP and approves the general obligation bond referenda resolutions and the language to be inserted on the ballot for the fall General Election

## Chairman's CIP Message

To the Citizens of Arlington County:

I am pleased to present the County Board's Adopted FY 2013-2022 Capital Improvement Plan.

This plan strikes a balance between maintaining aging infrastructure and making strategic investments that will help us grow and prosper as a County.

This CIP extends our planning period from six to ten years, allowing the County to reap the benefits of engaging in long-term planning and financial forecasting for major multi-year transportation and utilities projects. The ten year model also helps us make better linkages between other County master plans and the associated capital investment needed.

Highlights of the Adopted CIP include:

- Increased funding for **maintenance capital** – paving, facilities, parks, technology and transportation infrastructure - reflecting the Board's commitment to maintain what we have. Reflecting the results of the Customer Satisfaction Survey, the adopted CIP includes increased funding for **street repaving**.
- Design and construction funding for the **Long Bridge Aquatics and Fitness Facility** in FY 2013. Completion of this one-of-a-kind recreational, fitness, and competition facility will provide long-term value to our community and attract people regionally. The Board also asked the Manager to accelerate playground improvements at Long Bridge if one-time funding becomes available.
- Strategic investments in the **Columbia Pike and Route 1 streetcars** that will serve generations of Arlingtonians to come.
- Additional focus on **parks and open space land acquisition**, including direction for additional one-time funding where possible, to meet the needs of a growing population.
- Additional funding for upgrades and **replacements to the water system**, based on preliminary results of the water master planning process that is currently underway and will be completed in 2013. The **stormwater master plan**, which is scheduled to be completed in early 2013, will also inform future CIPs.
- Out-year funding to reinvest in **core support facilities like our older fire stations** that were built at a time of much smaller population and less density.
- Funding for the final phases of **ConnectArlington and Intelligent Transportation System**—the technology backbone that supports our daily business, public safety, and transportation network.

- Funding for **Metro and other major transportation infrastructure**, providing support for residents and visitors to work, play and live in our community.
- Funding of the **School Board's Adopted CIP** to address its space and capacity challenges, which includes the design and construction of new elementary schools and school facility additions. We look forward to continuing our work with Schools as they finalize their facility plans, working to ensure that the needs of the community are met in this once in a generation investment.

While we embark on execution of key initiatives in this adopted CIP it is equally important that we continue to execute what was authorized in previous CIPs. That's why I am proud to share the progress we have made on some key projects since the last CIP was adopted two years ago. We completed and opened Fire Station 3 and three fields of Long Bridge Park – Phase 1. We are in the midst of construction of the new Arlington Mill Community Center, the Potomac Interceptor, and the Rosslyn Metro Station access improvements. We are well underway with the acquisition and planning process for a new year-round homeless shelter and associated County office space. We have made great progress on maintenance capital investments. We have much to be proud of.

The fact that we are able to afford these necessary capital projects while maintaining our AAA bond rating is something we should not take for granted. In order to accomplish this, the Adopted CIP stays within the Board's financial and debt management policies, which benefit all County tax-payers through lower interest rates on our debt.

The Board appreciates the input received from the commissions, advisory groups and other members of the public in developing this CIP and the work of staff.

Sincerely,



Mary Hughes Hynes  
Chair, Arlington County Board

**Supplementary Guidance to the County Manager regarding the 2012-2022 CIP  
July 21, 2012**

**Land Acquisition**

Parks land acquisition & open space is a significant priority of the County Board. Through a combination of \$14.4M in bond funding included in the FY2013-2022 CIP and future additional one-time funding that may become available the Manager is directed to present to the Board opportunities to increase total funding for parks land acquisition over the ten year period of the CIP.

**Playground at Long Bridge Park**

Initiate the planning and installation of the playground-type components at the S. 6<sup>th</sup> street locations identified in the Master Plan as soon as is possible using non-bond funds

**Reevesland**

Conduct the RFP process as planned. Bring recommendations regarding the building to the County Board following the completion of that process

**Missing Links**

The County Board is interested in restoring a sidewalk infill program to address County identified needs that would complement the neighborhood-driven process embedded in the Neighborhood Conservation Program. Provide a report to the County Board in the context of the development of the FY14 budget.

**Paving**

Conduct the paving program as planned for the next two years. As part of the FY14 CIP provide an update and recommendations on whether to raise the paving condition target.

**Streetcar Implementation**

Consistent with the 2010 direction given in conjunction with adoption of the Crystal City Sector Plan, and recognizing the need to expedite the implementation of the Streetcar projects and minimize costs, the County Board and the County Manager have investigated a range of alternative project delivery (APD) methods for major transit infrastructure projects. The County Board is interested in all steps that can be taken to expeditiously advance the design and construction of approved streetcar projects with a particular focus on the role of public-private partnerships.

It is the County Board's understanding that the County Manager will be undertaking a series of actions between now and the end of the calendar year to advance streetcar implementation as to meet critical infrastructure needs. These steps are listed below and are fully supported by the Board:

A) Establish a schedule of regular information to the County Board members or briefings on program implementation (starting Fall 2012)

B) Create an inter-departmental streetcar program implementation team to address property and right-of-way acquisitions, utility assessments and relocations, contracting and staffing (Fall 2012)

C) Secure consultant services to advise the County on the procurement processes and legislative actions necessary to fully support the range of alternative project delivery methods that are available for use in the Commonwealth of Virginia (Fall 2012)

D) Prepare amendments for Arlington's procurement regulations, in accordance with the Virginia statutes, to enable the County to utilize the full range of alternative project delivery methods and partnerships for advertisement in October 2012

E) Bring a RFI or RFQ or RFP (Request for Information, or Qualifications, or Proposal) related to APD firms for Board consideration as soon as possible after engaging consultant services

### **Arlington Public Schools**

The County Board has incorporated the School Board's full funding request. The Manager is directed to work closely with APS to expeditiously and thoroughly address important land use questions in the context of each project review led by the Public Facilities Review Committee (PFRC).



## ARLINGTON COUNTY, VIRGINIA

### County Board Agenda Item Meeting of July 21, 2012

**DATE:** July 5, 2012

**SUBJECT:** Fiscal Year (FY) 2013 - 2022 Capital Improvement Program (CIP) Adoption

**C. M. RECOMMENDATION:** Adopt the Fiscal Year 2013 – 2022 Capital Improvement Plan presented in Attachments A-1 and A-2.

**ISSUES:** How much capital investment can the County afford during the next ten year planning period and how should that capacity be allocated among community priorities?

**SUMMARY:** The recommendation sets the parameters for the County's bond referenda for 2012 and establishes a preliminary plan for capital investment through Fiscal Year 2022.

The CIP reflected in Attachments A-1 and A-2 amends the County Manager's Recommended CIP and reflects the following:

1. Accelerate the Long Bridge Park project identified as Phase IIIA, which includes play elements and entry features, from 2016 to FY 2013 with funding to be recommended by the County Manager.
2. Reallocate the \$1.441 million identified in 2016 for the Long Bridge Park Phase IIIA to the parks land acquisition and open space program.

**BACKGROUND:** The Capital Improvement Plan is one of the most significant planning processes for Arlington County and Arlington Public Schools. This plan identifies the immediate as well as longer-term capital needs of the community. In contrast to past plans which covered a six year period, the current CIP covers a ten year period from FY 2013 – FY 2022. As an historical reference, Attachment B portrays a list of capital projects completed during the last ten years. This demonstrates the significant progress made in reinvestment in the County's infrastructure and facilities as a result of many CIP planning and funding cycles. As with past CIPs, this CIP is primarily a planning document, and includes both County government

County Manager: *BMD/mjs*

County Attorney:

Staff: Michelle Cowan, DMF  
Greg Emanuel, DES  
Loan Hoang, DMF

45.

and Schools project plans. As such, the CIP is subject to amendment and updating as the needs of the community change and become better known, and the proposed projects move closer to funding and final approval. Staff monitors changes in the community to be able to take advantage of opportunities that arise in scheduling and funding capital improvements in conjunction with private sector development and redevelopment. As priorities change and opportunities arise, staff reassesses the County's capital improvement program and proposes changes that will affect the timing and funding of projects. The CIP represents staff's best evaluation, at this time, of overall capital needs at a level affordable to taxpayers. The County government portion of the CIP is prepared on an interdepartmental basis with staff expertise from each program area utilized to help prepare each segment of the proposed CIP.

**DISCUSSION:** The County Manager's Proposed FY 2013 – FY 2022 CIP was presented to the County Board in May 2012. Since the release of the proposed CIP, there have been four work sessions, County Board guidance and extensive community input. As a result of the CIP public process, the County Manager's CIP is amended as follows:

1. Accelerate the Long Bridge Park project identified as Phase IIIA, which includes play elements and entry features, from 2016 to FY 2013 with funding to be recommended by the County Manager.
2. Reallocate the \$1.441 million identified in 2016 for the Long Bridge Park Phase IIIA to the parks land acquisition and open space program. Through a combination of this level of bond funding and future additional one-time funding that may become available, the target is to increase total funding for parks land acquisition over the 10 year period of the CIP.

The Arlington Public Schools adopted FY 2013 – FY 2022 CIP totals \$537.7 million and will be reflected in the summary tables as part of the County's adopted FY 2013 – FY 2022 CIP. The \$537.7 million includes funding for three elementary school additions and two new elementary schools among other projects. The adopted CIP document historically has included the Schools' adopted CIP for reference purposes.

Additional changes to the Proposed CIP are of an administrative nature, such as updating financial tables and charts, correcting mathematical typos and do not affect the overall CIP total.

The following table summarizes total costs under the Recommended CIP, with the changes as discussed above:

FY 2013 – FY 2022 CIP Totals  
(in \$000)

Program	County Manager's Proposed CIP	Revised CIP
<b>County</b>	\$ 2,104,499	\$ 2,104,499
<b>Schools</b>	\$ TBD	\$ 537,713
<b>Utilities</b>	\$ 301,577	\$ 301,577
<b>Stormwater</b>	\$ 43,289	\$ 43,289
<b>TOTAL</b>	<b>\$ 2,449,365</b>	<b>\$ 2,987,078</b>

The table below presents the proposed amounts to be included on the general obligation bond referenda this November. This table excludes amounts to be financed through other financing vehicles, including Industrial Development Authority financing for Government office and comprehensive homeless services office building at 2020 North 14th Street (approximately \$26.4 million) and temporary financing for Long Bridge Aquatics to be reimbursed by developer contribution (approximately \$20.0 million).

FY 2013 Bond Total  
(CY 2012 Bond Referendum)  
(in \$000)

	Revised Recommendation	Comments
<b>County</b>	\$ 110,805	Metro, Paving and other Transportation projects, Long Bridge Aquatics, Parks and Facilities maintenance capital, parks land acquisition, Tyrol Hills design, Salt Facility design, Neighborhood Conservation, ConnectArlington and Intelligent Transportation System
<b>Schools</b>	\$ 42,620	Design-Construction of new elementary schools, School facility additions and various School facility projects
<b>TOTAL</b>	<b>\$ 153,425</b>	

During the CIP development and consideration process, a significant amount of community input was sought. A CIP Public Forum was held on April 12, 2012 and OpenArlington, a forum for civic engagement was held online to elicit citizens’ priorities for the CIP. Since the proposed CIP was released in May, staff has met with 12 Commissions and Committees and provided information at five work sessions. Additionally, a CIP Public Hearing was held on June 26, 2012. The Adopted CIP will be published in hard copy and will also be available on the County website.

**FISCAL IMPACT:** The impact of this CIP combined with past and current obligations can be found in Attachment C. It presents total estimated debt payments on an annual basis as well as the percentage increase in debt on a year-to-year basis. The plan is based on an average revenue growth of 3% in FY 2014 - FY 2016 and 4% in FY 2017 – FY 2022. The CIP also complies with the County Board’s debt policies found in Attachment C, resulting in projected debt levels that reinforce the County’s triple-A bond ratings.

**Summary of Attachments:**

- Attachment A-1: Revised CIP Debt Summary
- Attachment A-2: Revised CIP Program Summary
- Attachment B: Ten Year Progress of Capital Projects
- Attachment C: Debt Management Policies and Ratios



# Arlington, Virginia

## Revised FY 2013 - FY 2022 CIP Debt Summary

(000s)

<b>GO &amp; Other BOND Funding</b>	Proposed	Proposed	Proposed	Proposed	Proposed	Total
	2012 Referenda	2014 Referenda	2016 Referenda	2018 Referenda	2020 Referenda	FY 13-22
<b>LOCAL PARKS &amp; RECREATION</b>						
Long Bridge (Aquatics, Fitness Center and Design of Final Outdoor Phase)*	42,500	0	1441 0*	0	3,914	47,855 46,414
Parks Maintenance Capital	6,868	12,405	13,160	10,000	10,000	52,433
Land Acquisition & Open Space**	1,000	3,000	3,000 4,441	3,000	3,000	13,000 14,441
Tyrol Hill Park	185	1,591	0	0	0	1,776
Four Mile Run Near-Stream Improvements	0	219	2,122	1,126	11,941	15,408
Jennie Dean Park	0	5,835	6,190	6,567	6,968	25,560
Synthetic Turf Fields	0	2,185	0	0	0	2,185
Crystal City Parks and Open Space	0	289	2,983	316	3,357	6,945
Four Urban Parks in Ballston-Virginia Square	0	0	563	2,985	3,167	6,715
Mosaic Park	0	0	0	328	3,294	3,622
Glebe and Randolph Park	0	0	0	299	3,167	3,466
Ballston Pond	0	0	0	0	988	988
<b>Sub-total</b>	<b>50,553</b>	<b>25,524</b>	<b>29,459</b>	<b>24,621</b>	<b>49,796</b>	<b>179,953</b>
<b>TRANSPORTATION</b>						
Paving	13,195	13,999	14,851	15,756	16,715	74,516
Long Bridge Interchange	2,500	5,835	0	0	0	8,335
ART (Heavy Maintenance Facility)	0	3,183	0	0	0	3,183
WALKArlington, BikeArlington & Neighborhood Traffic Calming	1,321	1,383	1,469	1,558	1,652	7,383
Route 1 Streetcar	0	0	20,000	0	0	20,000
Bridge Renovation	300	2,228	1,238	5,015	253	9,034
Match for State & Federal Projects and other	30	1,166	1,200	597	633	3,626
<b>Sub-total</b>	<b>17,346</b>	<b>27,794</b>	<b>38,758</b>	<b>22,926</b>	<b>19,253</b>	<b>126,077</b>
<b>METRO</b>						
Metro	14,600	39,000	22,900	22,750	25,000	124,250
<b>COMMUNITY CONSERVATION</b>						
Neighborhood Conservation	11,000	11,000	11,000	12,000	12,000	57,000
Penrose Square	0	0	298	2,346	0	2,644
Nauck Town Square & Infrastructure	0	0	1,688	3,164	0	4,852
<b>Sub-total</b>	<b>11,000</b>	<b>11,000</b>	<b>12,986</b>	<b>17,510</b>	<b>12,000</b>	<b>64,496</b>

# Arlington, Virginia

## Revised FY 2013 - FY 2022 CIP Debt Summary

(000s)

<b>GO &amp; Other BOND Funding</b>	Proposed	Proposed	Proposed	Proposed	Proposed	Total					
	2012 Referenda	2014 Referenda	2016 Referenda	2018 Referenda	2020 Referenda	FY 13-22					
<b>PUBLIC / GOVERNMENT FACILITIES</b>											
Facilities Maintenance Capital	3,625	7,000	6,000	7,000	7,000	30,625					
North Side Salt Facility	206	2,185	0	0	0	2,391					
Lubber Run Community Center	0	0	1,414	25,710	0	27,124					
Non Parks Land Acquisition	0	2,000	3,000	3,000	3,000	11,000					
Alternate Emergency Communication Center	0	500	3,000	0	0	3,500					
Fire Stations	0	0	1,400	8,610	17,220	27,230					
Courthouse Square	0	0	0	15,873	24,597	40,470					
Trade Center Parking Deck & Storage Building	0	4,679	15,914	0	0	20,593					
Courts/Police Building Interior Renovation	0	0	5,039	6,588	0	11,627					
Court Square West Building Removal	0	0	1,770	0	0	1,770					
Police and Sheriff Pistol Firing Range	0	0	2,500	0	0	2,500					
Columbia Pike Library Replacement	0	0	0	0	1,284	1,284					
<b>Sub-total</b>	<b>3,831</b>	<b>16,364</b>	<b>40,037</b>	<b>66,781</b>	<b>53,101</b>	<b>180,114</b>					
<b>INFORMATION TECHNOLOGY / PUBLIC SAFETY</b>											
ConnectArlington and Intelligent Transportation System	13,475	4,025	0	0	0	17,500					
<b>SUBTOTAL GO Bond Referenda</b>	<b>110,805</b>	<b>123,707</b>	<b>144,140</b>	<b>154,588</b>	<b>159,150</b>	<b>692,390</b>					
2020 Building Acquisition and Conversion	26,425	3,725	0	0	0	30,150					
Long Bridge - Developer Contribution	20,000	0	0	0	0	20,000					
<b>SUBTOTAL Other Bond Funding</b>	<b>46,425</b>	<b>3,725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,150</b>					
<b>Total BOND FUNDING*</b>	<b>157,230</b>	<b>127,432</b>	<b>144,140</b>	<b>154,588</b>	<b>154,588</b>	<b>742,540</b>					
* Excludes Revenue Bonds for Transportation Investment Fund											
<b>Master Lease Funding</b>	Adopted	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Total
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 13-22
Fire Defibrillators & Breathing Apparatus	-	-	-	-	-	2,312	2,929	-	-	-	5,241
Enterprise IT Refreshment	3,325	5,488	3,719	3,065	2,000	4,536	5,218	4,532	5,238	4,431	41,552
Public Safety IT Refreshment	4,524	4,218	4,565	2,645	2,949	1,306	611	5,055	1,733	8,635	36,241
Auto Fund - Fire Vehicle Apparatus	2,862	2,460	-	-	-	2,679	-	1,754	1,409	2,817	13,981
<b>Total Master Lease Funding</b>	<b>10,711</b>	<b>12,166</b>	<b>8,284</b>	<b>5,710</b>	<b>4,949</b>	<b>10,833</b>	<b>8,758</b>	<b>11,341</b>	<b>8,380</b>	<b>15,883</b>	<b>97,015</b>
<b>Total Debt Funding (excludes Schools)</b>	<b>180,107</b>	<b>141,426</b>	<b>159,922</b>	<b>174,687</b>	<b>178,851</b>	<b>839,555</b>					

\* Funding for the Long Bridge play elements, originally planned for the 2016 referenda, could be funded with one-time funds from FY 2012 close-out.

\*\* Parks land acquisition & open space is a significant priority of the County Board. Through a combination of this level of bond funding and future additional one-time funding that may become available, the target is to increase total funding for parks land acquisition over the 10 year period of the CIP.

# Attachment A-2

## Arlington, Virginia

### Revised CIP Program Summary

The FY 2013 - 2022 CIP includes typical capital projects such as maintenance capital, parks, transportation, metro, community conservation, government facilities, information technology and regionals . In addition, this CIP continues to address projects introduced in the previous CIP such as Crystal City and Columbia Pike streetcars, ConnectArlington (previously fiber optic communications network) and Ballston Garage. Unlike past CIPs, this is a 10 year CIP and includes funding that has been previously approved in prior CIPs to show the full expenditure by fiscal year of each capital project.

10 Year Capital Program Costs Summary (000s)

<u>Program Category</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>	<u>FY 22</u>	10 Year <u>Total</u>
Local Parks & Recreation	60,299	28,260	21,081	11,220	23,992	14,554	23,243	10,892	33,841	30,155	257,537
Transportation Initiatives <sup>1</sup>	189,594	63,417	67,945	79,912	37,499	26,268	42,857	39,135	32,679	56,981	636,287
Crystal City (Route 1) Streetcar <sup>2</sup>	2,000	5,990	19,080	37,265	37,265	30,975	13,230	-	-	-	145,805
Columbia Pike Streetcar <sup>8</sup>	9,546	25,769	55,057	56,853	51,774	-	-	-	-	-	198,999
Metro	20,900	18,600	26,600	20,400	16,400	14,500	15,000	15,750	16,500	16,500	181,150
Community Conserv/Economic Develop	14,550	15,135	30,895	26,647	9,605	6,138	12,467	6,676	6,696	6,717	135,526
Public / Government Facilities	63,188	23,696	20,545	19,243	47,276	15,584	53,464	28,249	43,777	19,990	335,012
Ballston Garage <sup>4</sup>	5,300	4,980	2,519	781	770	3,370	130	830	460	650	19,790
Information Technology & Public Safety <sup>3</sup>	20,922	20,946	20,565	9,737	8,177	14,555	14,699	19,682	11,244	19,487	160,014
Regional Partnerships	1,135	1,192	1,262	1,332	1,405	1,313	1,340	1,367	1,395	1,424	13,165
Capital Contingent	3,214	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	21,214
<b>Total County Capital</b>	<b>390,648</b>	<b>209,985</b>	<b>267,549</b>	<b>265,390</b>	<b>236,163</b>	<b>129,257</b>	<b>178,430</b>	<b>124,581</b>	<b>148,592</b>	<b>153,904</b>	<b>2,104,499</b>
Water & Sewer Infrastructure <sup>5</sup>	76,016	24,893	28,794	23,560	24,189	24,775	24,393	23,866	24,332	26,759	301,577
Stormwater Management <sup>6</sup>	2,859	7,280	4,030	4,420	4,450	4,450	4,550	3,550	3,850	3,850	43,289
<b>Total Program Cost</b>	<b>469,523</b>	<b>242,158</b>	<b>300,373</b>	<b>293,370</b>	<b>264,802</b>	<b>158,482</b>	<b>207,373</b>	<b>151,997</b>	<b>176,774</b>	<b>184,513</b>	<b>2,449,365</b>

# Arlington, Virginia

## Revised CIP Program Summary

### 10 Year Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>	<u>FY 22</u>	10 Year <u>Total</u>
<b>New Funding</b>											
Pay-As-You-Go (PAYG)	19,005	29,513	35,076	24,434	29,105	30,448	33,115	31,823	26,436	31,534	290,489
Master Lease Funding	11,032	12,425	8,636	5,710	4,949	10,833	8,758	11,341	8,380	15,883	97,947
GO Bond Referenda	52,647	58,159	76,096	57,581	88,309	44,390	99,042	55,546	95,626	63,522	690,918
State/Federal Funding	9,872	21,357	39,847	41,991	41,351	21,403	19,704	11,144	8,905	15,773	231,347
Developer Contributions and Partnerships	22,000	4,160	21,800	24,943	4,796	-	200	-	-	-	77,899
Ballston Garage Parking Revenues <sup>4</sup>	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790
Sanitary District Tax <sup>6</sup>	2,619	3,480	3,900	4,420	4,450	4,450	4,550	3,550	3,850	3,850	39,119
Transportation Capital Fund <sup>1,8</sup>	21,981	20,287	23,406	20,092	22,732	11,871	10,835	11,697	6,635	10,024	159,560
Tax Increment Financing <sup>2,8</sup>	4,747	5,850	2,500	7,931	4,170	7,759	4,470	2,200	2,150	4,550	46,327
Transportation Revenue Bonds	-	21,000	49,430	76,500	38,500	-	-	-	-	-	185,430
Utility Fund Transfer & Other Sources <sup>5</sup>	18,069	22,833	22,182	23,560	24,189	24,775	24,393	23,866	24,332	26,759	234,958
<b>Subtotal New Funding</b>	<b>164,172</b>	<b>202,144</b>	<b>285,392</b>	<b>287,943</b>	<b>263,321</b>	<b>159,299</b>	<b>205,197</b>	<b>151,997</b>	<b>176,774</b>	<b>172,545</b>	<b>2,068,784</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	72,320	8,542	9,212	3,875	-	-	-	-	-	-	93,949
Issued but Unspent Bonds	38,365	1,109	150	-	-	-	-	-	-	-	39,624
Other Previously Approved Funds <sup>7</sup>	194,666	30,363	5,619	1,552	1,481	1,159	200	-	-	11,968	247,008
<b>Subtotal Previously Approved Funding</b>	<b>305,351</b>	<b>40,014</b>	<b>14,981</b>	<b>5,427</b>	<b>1,481</b>	<b>1,159</b>	<b>200</b>	<b>-</b>	<b>-</b>	<b>11,968</b>	<b>380,581</b>
<b>Total Funding</b>	<b>469,523</b>	<b>242,158</b>	<b>300,373</b>	<b>293,370</b>	<b>264,802</b>	<b>160,458</b>	<b>205,397</b>	<b>151,997</b>	<b>176,774</b>	<b>184,513</b>	<b>2,449,365</b>

(1) Transportation Capital Fund is supported by a commercial real estate tax of \$0.125 per \$100 of assessed value, yielding projected revenues for transportation projects. Beginning in 2014, the plan assumes revenue bonds, supported by the tax, will be issued. The Transportation Investment Fund is supplemented by County PAYG as well as state and federal revenues.

(2) Crystal City Public Infrastructure is funded from tax increment financing on properties in the Crystal City, Potomac Yard, and Pentagon City areas of the County. The tax increment is currently set at 33 percent.

(3) ConnectArlington is included in the Information Technology & Public Safety category. Funding sources for this project includes federal grants, existing IDA bond balances, as well as Schools' local funds for their respective allocation of the project costs.

(4) Ballston Garage funding includes parking revenues, interest revenue and reserves.

(5) Utilities fund other sources: Developer contributions and Inter Jurisdictional payments, interest revenue and existing bonds and fund balances.

(6) Stormwater Management Fund is funded from the Sanitary District Tax, Watershed Management Fund, State Grants and project cost sharing with US Army Corps of Engineers. The sanitary district tax was increased from \$0.01 to \$0.013 per \$100 pf assessed value by the County Board on April 24, 2010.

(7) Other previously approved funds: Any funds other than GO Bonds that were approved as part of prior CIPs that are to be spent during this FY13-FY22 CIP.

(8) The Columbia Pike streetcar is funded by the Transportation Capital Fund, revenue bonds, and state and federal funding. The Route 1 Corridor streetcar is funded by the Crystal City/Potomac Yard/Pentagon City Tax Increment Financing area fund, GO bonds, revenue bonds, and state funding.



**ARLINGTON COUNTY – HISTORY OF PROGRESS  
MAJOR CAPITAL PROJECTS FROM 2002 TO 2012**

**School Projects**

- Elementary Schools — 1 new school, 16 expanded/renovated/reconstructed (out of total 22)
- Middle Schools — 6 expanded/renovated/reconstructed (out of total 6)
- High Schools — 3 expanded/renovated/reconstructed (out of total 4)
  - Wakefield HS under construction; anticipated completion summer 2013
- Other School Sites — 2 renovated/reconstructed (out of total 6)

**County Projects**

- 36 **Energy Efficiency / Fresh Aire Projects** completed, \$11.0 M
- 174 **Neighborhood Conservation Projects** completed, \$42.7 M
- 81 **Neighborhood Traffic Calming Projects** completed, \$8.47 M
- 153 **Complete Streets Projects** completed
- 1 **Green Streets Project (Patrick Henry Dr)** completed, FY 2012
- 2 **Stormwater capital projects (Little Pimmit Run culvert replacement & channel rehabilitation)** completed, Ph. I – FY 2008 & Ph. II – FY 2011
- 26 **Justice Center Facility Maintenance Capital projects** completed
- 21 **Fire Alarm/ Security System Upgrades/ Replacements** completed
- 23 **HVAC Repairs/ Replacements** completed
- 11 **Roof Repairs/ Replacements** completed
- 40 Acres of new **park land** for a total of 937 acres
- 4 **New Parks** created
- 13 **Synthetic fields** created or replaced
- 17 **Playgrounds** created or replaced
- 18 **Athletic fields** replaced
- 6 **Athletic field lighting** replaced
- 8 **Athletic court locations** replaced
- 3 **Picnic shelters** renovated/replaced
- 86 **Park Enhancement Projects** completed

## Parks & Recreation Facilities

### *New/Replaced*

Langston Brown Community Center - 2003

Walter Reed Community Center – 2005

### *Renovated*

Aurora Hills Community Center  
Community Center

Fairlington Community Center – 2007

Maury Arts Center – 2005

Lubber Run Amphitheater - 2011

## County Libraries/ Government Facilities

### *New / Replaced*

Westover Library - 2009

Shirlington Library - 2007

Kettler Ice Plex - 2007

Parks Operations Building and  
Trades Center Facilities – 2006

Inspection Services/ Zoning Service  
Center – 2009

Human Services Operating Center at  
Sequoia Plaza – 2010

Artisphere Cultural Center - 2010

### *Renovated*

Courthouse Plaza & power upgrade -  
2009

Fenwick Center - 2006

George Mason Center - 2006

Woodmont Community Center Site -  
2009

## Utilities

### *New / Replaced*

Chain Bridge Water Mains - 2006

Gravity 3 Water Main - 2010

Commercial Automated Meters -  
2009

Four Mile Run Relief Sewer - 2008

Potomac Interceptor Phase I -  
onging

Fairlington Sanitary Sewer - 2011

Minor Hill Special pump station and  
pressure zone - 2009

Riverwood sanitary sewer force main  
- 2012

Water Main replacement program -  
2011 and 2012

Developer related water and sewer  
improvements - 2011 and 2012

### *Renovated*

Lee Ground Storage Tank Rehab -  
2005

Lee Water Pump Station  
Improvements – 2011

7 Miles/year Sanitary Sewer Rehab

Four Mile Run Gravity Line from the  
Water Pollution Control Plant to  
South Lang Street-2011

Four Mile Run Gravity Line from  
Columbia Pike to Long Branch -  
2011

Annual cleaning and cement lining of  
pre 1960 water mains - 2010 and  
2011

Lee Pump Station - 2011

## Public Safety

### *New / Replaced*

Emergency Communications Center  
(ECC) –2008

Detention Facility security system - 2011

Mobile Data Computers - , 2003/2004,  
2009/2010, 2012/2013

Fire pumpers (2002, 2005, 2006, 2007,  
and 2011) and rescue vehicles ( 2006  
and 2007)

Firefighter Breathing Apparatus – 2009

Fire Station # 5 – 2008

Fire Station # 3 - 2011

Portable (hand-held) Radios (in progress)

Mobile (vehicle-installed) Radios 2011

ECC/ Alternative ECC (NICE) Recorders  
–2011

Computer-Aided-Dispatch (CAD)  
Equipment-2012

Public Safety Network (in progress)

Detention Center Washer-Dryer  
Replacements – 2010

Fire Training Academy Additions - 2012

Fire Station #4 HVAC Replacement -  
2012

### *Renovated*

Alternate ECC –2008

Justice Center Garage (Doors) –2008

## Technology

### *New / Refreshed*

Assessment and Collection System (ACE)

Human Services Financial System

Financial System

Network / Telephone System

PC Refreshment

Servers, , Video Conferencing

Primary Network Operating Center HVAC

Upgrades – 2009

2<sup>nd</sup> Network Operating Center – 2010

Board Reporting Agenda Support System  
(BRASS)

Human Resources Performance Appraisal  
Automation

Courthouse Audio Visual Technology

Modernization

DPR Online Camp Forms

Jury Summons System

## Water Pollution Control Plant

WPCB MP01 Upgrade and Expansion Project - Demolition – 2007

*New* - Major Construction efforts began 9/2006

North Odor Control – 2008

Equalization Tanks (2) 11.7 mg – 2009

Aeration Tanks 5&6 – 2009

Clarifiers 7&8 – 2009

Blowers 3, 4, and 5 – 2009

Electrical System – 2009

Chemical Systems – 2009

Denitrification System – 2009

Clarifier #9 - 2010

Blower 1&2 - 2010

Foam Collection System – 2010

Process Control System – 2010

*Renovated*

Primary and Secondary Clarifiers – 2010

Aeration Tanks 1, 2, 3, &4 – 2010

*Minor Construction efforts*

Wastewater Lift Stations upgrade – 2012

New Standby Generator Facility – 2012

Maintenance Building Modifications – 2012

60" line replacement - 2012

## Transit Projects

**Rosslyn Metro Station elevators under construction**

5 **Metrorail station canopies** designed and installed

**Pedestrian walkway canopy** designed and installed

**Shirlington Station bus transfer facility** designed and constructed

**Pentagon Metrorail Station bus transfer facility** completely reconstructed with 24 bus bays, elevators, escalators, fabric roofs, roadways, and security enhancements

3 new **Ballston-MU Metrorail Station elevators** designed and constructed

31 new **ART ( Transit) buses** acquired and put into service, with another 12 on order for delivery in early FY2011

51 new **ART bus shelters**

47 **SmarTrip fareboxes** purchased and installed on ART buses, in addition to vault, computer, and software

**ART House bus storage and operations facility land** acquired

24 **Columbia Pike Super Stops** completed planning and preliminary design, first two prototypes under construction in 2012

55 **Pike Ride bus stops** improved

Modified **Court House Metrorail Station vents**

Real-time **Bus Finders information system** developed and installed for ART system

Installed **Signal Priority System** for all MetroBuses along the Columbia Pike corridor

4 **Rosslyn Station bus bays** and 4 **bus bays** improved with real-time information displays, shelters, benches, and supervisor kiosks

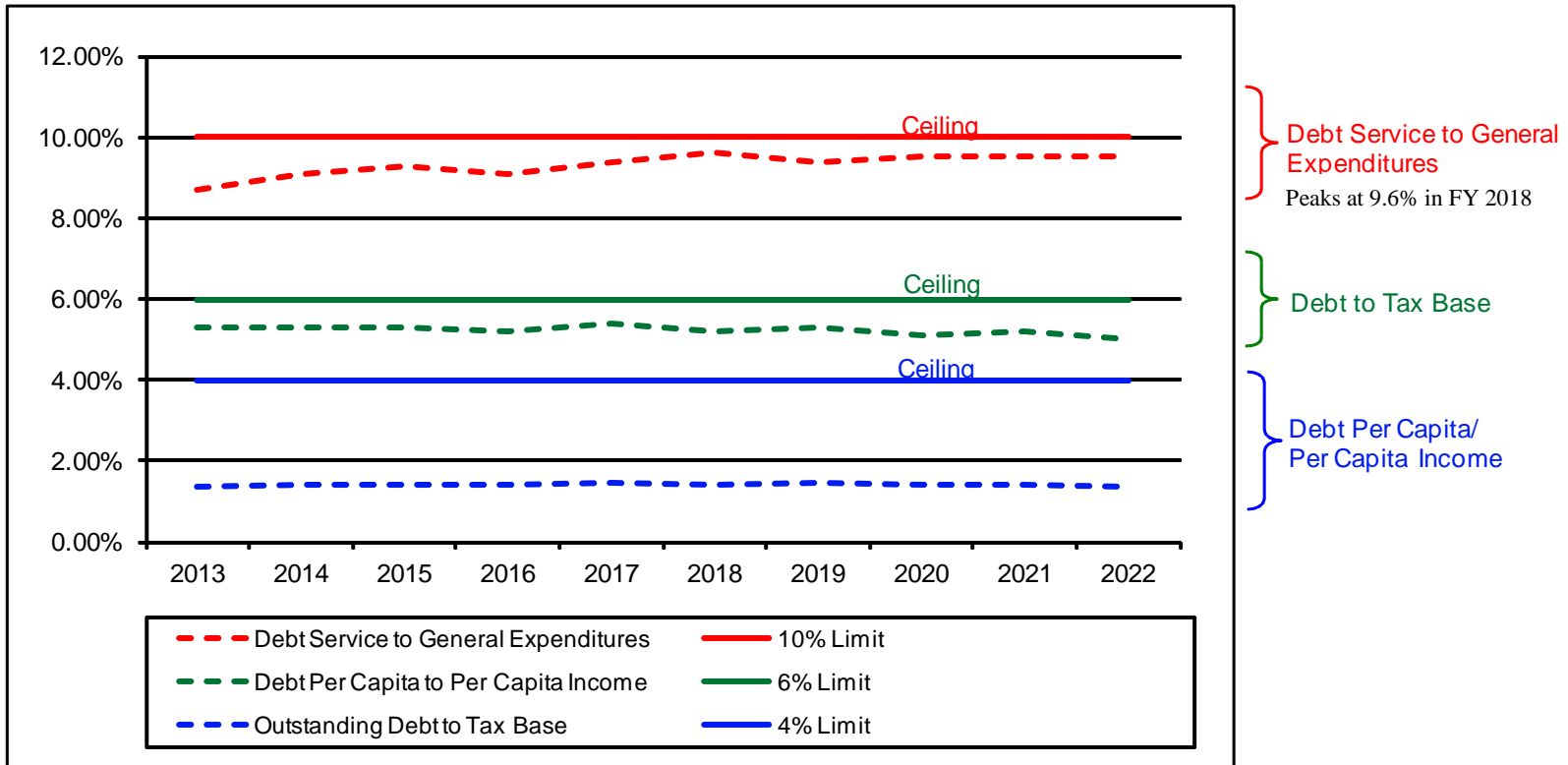
50 Capital Bikeshare Stations Installed

Projects in Design

- 32 **ART bus stops**
- **Potomac Yard Bus Transitway**
- **Columbia Pike Transit Improvements**
- **Metrorail Station pedestrian access tunnel**
- **Bike Share stations**

# Attachment C

## Debt Management Policies and Ratios Revised CIP FY 2013 – FY 2022





## Financial & Debt Management Policies

The County Board adopted expanded financial and debt management policies in April 2008. Each policy is restated below, including a discussion of how the County has complied with the policies since their adoption. Beginning with the FY 2013 – FY 2022 CIP, the forecasts will move from a six-year to a ten-year format.

### **Budgeting, Planning & Reserves**

**Balanced Budget:** Arlington County will adopt an annual General Fund budget in which the budgeted revenues and expenditures are equal (a balanced budget). Any one-time revenues will be used for one-time, non-recurring expenses such as capital, equipment, special studies, debt reduction and reserve contributions.

**Long-Term Financial Planning:** The County will annually develop a six year forecast of General Fund revenues, expenditures and will maintain a biennially updated, ten-year Capital Improvement Plan (CIP). The ten-year forecast will incorporate projected reserve levels and impact of the CIP on the County's debt ratios.

**General Fund Operating Reserve:** An Operating Reserve will be maintained at no less than three percent of the County's General Fund budget, with a goal of increasing the reserve or reserve-equivalent to five percent of the General Fund budget. The Operating Reserve shall be shown as a designation of total General Fund balance. Appropriations from the Operating Reserve may only be made by a vote of the County Board to meet a critical, unpredictable financial need. A "reserve equivalent" may consist of discretionary funds which have been designated by the County for a non-essential purpose and which the County Board could reallocate for the same purposes as the General Fund Operating Reserve.

**Self-Insurance Reserve:** The County will also maintain a self-insurance reserve equivalent to approximately one to two months' claim payments based on a five-year rolling average.

**General Fund General Contingent:** Each year's budget will include a General Fund General Contingent appropriation to be used to cover unforeseen expense items or new projects initiated after a fiscal year has begun. Funding may be allocated from this contingent only with County Board approval.

**Retirement System Funding:** The County will use an actuarially accepted method of funding its pension system to maintain a fully-funded position. The County's contribution to employee retirement costs will be adjusted annually as necessary to maintain full funding. If the County reaches its actuarial-required contribution (defined as County and employee contributions that when expressed as a percent of annual covered payroll are sufficient to accumulate assets to pay benefits when due), the County may reduce its contribution provided that the amount reduced from the annual actuarial requirement will only be used for one-time, non-recurring expenses in order to provide the ability to increase contributions as may be required by future market conditions.

**Other Post-Employment Benefits (OPEB) Funding:** The County will use an actuarially accepted method of funding its other post-employment benefits to maintain a fully-funded position. The County's contribution to other post-employment benefit costs will be adjusted annually as necessary to maintain full funding. If the County reaches its actuarial-required contribution (defined as County and employee contributions that when expressed as a percent of annual covered payroll are sufficient to accumulate assets to pay benefits when due), the County may reduce its contribution provided that the amount reduced from the annual actuarial requirement will only be used for one-time, non-recurring expenses in order to provide the ability to increase contributions as may be required by future market conditions.

### **Capital Improvement Plan**

1. The County Manager will biennially submit a ten year Capital Improvement Plan (CIP) to the County Board. The CIP will address all known facility and infrastructure needs of the County, including the needs of the Arlington County Public Schools.
2. The CIP shall include a detailed description of each capital project, identifying every source of funding, including pay-as-you-go (PAYG), bond financing, and master lease financing. The source of funding will largely be determined based on the useful life of the project. Bond-funded projects will typically have a useful life at least as long as the period over which the bonds will be repaid (generally twenty years). Master lease-financed projects will generally have useful lives of three to ten years and typically include furniture, equipment, rolling stock and technology purchases. PAYG funds provide greater flexibility and will be appropriated annually from general fund revenues.
3. Each project budget shall identify the financial impact on the operating budget, if any.
4. In general, capital projects estimated to cost \$100,000 or more should be included in the CIP, including technology and equipment purchases.
5. The County will balance the use of debt financing sources against the ability to utilize PAYG funding for capital projects. While major capital facility projects will generally be funded through bonds, the County will attempt to maintain an appropriate balance of PAYG vs. debt, particularly in light of the County's debt capacity and analysis of maintenance capital needs. As part of each biennial CIP process, the County will conduct a comprehensive assessment of its maintenance capital needs.
6. The CIP will include an analysis of the impact the CIP has on the County's debt capacity, debt ratios and long-term financial plan.

## **Debt Management**

The County will prudently use debt instruments, including general obligation bonds, revenue bonds, industrial development authority (IDA) revenue bonds, and master lease financing in order to provide re-investment in public infrastructure and to meet other public purposes, including inter-generational tax equity in capital investment. The County will adhere to the following debt affordability criteria (excluding overlapping and self-supporting debt).

1. The ratio of net tax-supported debt service to general expenditures should not exceed ten percent, within the ten-year projection.
2. The ratio of net tax-supported debt to full market value should not exceed four percent, within the ten-year projection.
3. The ratio of net tax-supported debt to income should not exceed six percent, within the ten-year projection.
4. Growth in debt service should be sustainable consistent with the projected growth of revenues. Debt service growth over the ten year projection should not exceed the average ten year historical revenue growth.
5. The term and amortization structure of County debt will be based on an analysis of the useful life of the asset(s) being financed and the variability of the supporting revenue stream. The County will attempt to maximize the rapidity of principal repayment where possible. In no case will debt maturity exceed the useful life of the project.
6. The County will refund debt when it is in the best financial interest of the County to do so. When a refunding is undertaken to generate interest rate cost savings, the minimum aggregate present value savings will be three percent of the refunded bond principal amount.

## **Variable Rate Debt**

1. Unhedged variable rate debt exposure should not exceed approximately twenty percent of total outstanding debt. Cash, short-term investments and variable rate debt for which the County has eliminated or reduced variable rate exposure through the use of derivative products may serve as a hedge for variable rate debt and the County may increase variable rate debt over twenty percent accordingly.
2. Debt service on variable rate bonds will be budgeted at a conservative rate.
3. Before issuing variable rate bonds, the County will determine how potential spikes in the debt service will be funded.

4. Before issuing any variable rate bonds, the County will determine the impact of the bonds on the County's total debt capacity under various interest rate scenarios; evaluate the risk inherent in the County's capital structure, giving consideration to both the County's assets and its liabilities; and develop a method for budgeting for debt service.

## **Derivatives**

Interest rate swaps and options (Swaps or Derivatives) are appropriate management tools that can help the County meet important financial objectives. Properly used, these instruments can help the County increase its financial flexibility, provide opportunities for interest rate savings or enhanced investment yields, and help the County reduce its interest rate risk through better matching of assets and liabilities. The County must determine if the use of any Swap is appropriate and warranted given the potential benefit, risks, and objectives of the County.

1. The County may consider the use of a derivative product if it achieves one or more of the following objectives:
  - ❖ Provides a specific benefit not otherwise available;
  - ❖ Produces greater than expected interest rate savings or incremental yield over other market alternatives;
  - ❖ Results in an improved capital structure or better asset/liability matching
2. The County will not use derivative products that are speculative or create extraordinary leverage or risk; lack adequate liquidity; provide insufficient price transparency; or are used as investments.
3. The County will only do business with highly rated counterparties or counterparties whose obligations are supported by highly rated parties.
4. Before utilizing a Swap, the County, its financial advisor and legal counsel shall review the proposed Swap and outline any associated considerations. Such review shall be provided to the Board and include analysis of potential savings and stress testing of the proposed transaction; fixed versus variable rate and swap exposure before and after the proposed transaction; maximum net termination exposure; and legal constraints.
5. Financial transactions using Swaps or other derivative products used in lieu of a fixed rate debt issue should generate greater projected savings than the typical structure used by the County for fixed rate debt.
6. The County will limit the total notional amount of derivatives to an amount not to exceed twenty percent of total outstanding debt.
7. All derivatives transactions will require County Board approval.

## **Special Revenue / Enterprise Funds**

It is the general policy of the County to avoid designation of discretionary funds in order to maintain maximum financial flexibility. The County may, however, create dedicated funding sources when there are compelling reasons based on state law or policy objectives, as described below. The Utilities Fund was created as a self-sustaining, fee-based enterprise fund under state code to support and maintain development of the County's water and sewer infrastructure. The Transportation Capital Fund was created pursuant to state legislation for new transportation funding. The Stormwater Management Fund is in lieu of a self-supporting, user fee-based enterprise fund.

### **Utilities Fund**

1. The County will annually develop a six year forecast of projected water consumption, revenue, operating expenditures, reserve requirements and capital needs for the Utilities Fund. The six year forecast will show projected water-sewer rate increases over the planning period.
2. The County will implement water-sewer rate increases in a gradual manner, avoiding spike increases whenever possible.
3. The County will meet or exceed all requirements of any financing agreements or trust indentures.
4. The Utilities Fund will maintain a reserve equivalent to three months' operations & maintenance expenses. The reserve may be used to address emergencies and unexpected declines in revenue. If utilized, the reserve will be replenished over a two year period to the minimum reserve level. This reserve is in addition to any financing agreement-required debt service reserve funds.
5. The Utilities Fund will maintain debt service coverage of at least 1.25 times on all debt service obligations.
6. The Utilities Fund will be self-supporting.

### **Transportation Capital Fund**

1. New revenue shall not be used to supplant existing transportation funding commitments, e.g., Metro Matters. Existing commitments are defined as those obligations made prior to adoption of the commercial real estate tax in April 2008.
2. Operating program enhancements (outside base program) that clearly document transportation benefits may be eligible for support from the Transportation Capital Fund
3. No more than 3-5 percent of annual funding should be used for project administration, indirect & overhead costs to support capital projects.

4. A reserve equivalent to ten to twenty percent of annual budgeted revenue will be established.
5. A five to ten year financial plan and model will be developed that integrates project cashflow forecasts, revenue projections, and financial / debt management policies and will factor in other non-County funding sources, including federal, state, regional, and private funding.
6. The County will prudently balance the use of new transportation funding sources between pay-as-you-go funding and leveraging through new bond issuance. Use of leveraging will be dependent on project size, cash flow, and timing projections.
7. If the County chooses to issue debt supported by dedicated transportation funding sources, such debt will be structured to be self-supporting and will not count against the County's general tax supported obligation debt ratios or capacity. Debt service coverage on such debt will range from 1.10 to 1.50 times, depending on the type of debt issued. The term on such bonds will not exceed the average useful life of the assets financed, and amortization will be structured to match the supporting revenue stream.
8. The Transportation Capital Fund will be self-supporting.

#### **Stormwater Fund**

1. The County will annually develop a six year projection of stormwater operating and capital expenses.
2. The County will prudently balance the use of new stormwater funding sources between pay-as-you-go funding and leveraging through new bond issuance. Use of leveraging will be dependent on project size, cashflow, and timing projections. If debt is issued for stormwater projects, it will generally follow the debt issuance guidelines contained in this policy.
3. The Stormwater Fund will maintain a reserve equivalent to three months' expenses to be built up over a multi-year period.
4. Stormwater financial policies will be reviewed as part of the Municipal Separate Storm Sewer System (MS4) permit renewal cycle (every five years).
5. The Stormwater Fund will be self-supporting.



# ARLINGTON COUNTY, VIRGINIA

## County Board Agenda Item Meeting of July 21, 2012

**DATE:** June 26, 2012

**SUBJECT:** Approval of Resolutions and Questions to be included in the 2012 Bond Referenda

**C. M. RECOMMENDATION:**

1. Adopt the resolutions in Attachment A, as summarized below, and the explanation of the referendum questions to appear in publications, at voter registration sites, and polling places as detailed in Attachment B, in order to initiate and facilitate the November 6 bond referenda.

a.	Metro and Transportation	\$ 31,946,000
b.	Local Parks and Recreation	50,553,000
c.	Community Infrastructure	28,306,000
d.	Arlington Public Schools	<u>42,620,000</u>
	TOTAL	\$153,425,000

2. Request that the Electoral Board list the referenda on the ballot in the order detailed in this report as shown in the Ballot Layout section on page 2.
3. Direct the County Manager to take all the steps necessary to ensure that the information provided to voters by the County is printed in both English and Spanish.

**ISSUE:** Should the County Board approve the placement of capital projects, consistent with the County and Schools' Adopted Capital Improvement Programs (CIP), on the November 2012 ballot for consideration by the voters for general obligation bond funding?

**SUMMARY:** The County Board will approve the FY 2013 - 2022 CIP on July 21, 2012 which includes the Schools' Adopted CIP, adopted by the School Board on June 19. The County's Adopted CIP includes various projects to be considered for a November 2012 County government referenda of \$110.805 million and a School referendum of \$42.620 million.

County Manager:

*BMD/mjs*

County Attorney:

*[Handwritten signatures]*

**46.**

Staff: Jason Friess, Department of Management & Finance  
Michelle Cowan, Department of Management & Finance

**DISCUSSION:** The adopted CIP, which sets the parameters for the County’s bond referenda requests, reflects a balance of strategic investments and maintaining our existing infrastructure. The proposed referenda requests, which are summarized below, are consistent with the County’s debt policies.

<u>REFERENDA QUESTION</u>	<u>PRIMARY PROJECTS</u>	<u>AMOUNT</u>
Metro and Transportation	Metro Capital Improvements, Neighborhood Traffic Calming, WalkArlington, Transportation Match, BikeArlington, Paving	\$31,946,000
Local Parks & Recreation	Parks maintenance capital, Land acquisition & Open Space, Long Bridge Aquatics, Health & Fitness Facility & Park, design of Tyrol Hill Park improvements	50,553,000
Community Infrastructure	Neighborhood Conservation, Facilities maintenance capital, ConnectArlington and Intelligent Transportation System	28,306,000
Arlington Public Schools	Design – Construction of new elementary schools, School facility additions and various School facility projects	<u>42,620,000</u>
	<b>TOTAL</b>	<b>\$153,425,000</b>

Extensive information on the details of each of these projects can be found in the CIP document on the County’s and Schools’ websites.

Attachment B includes the proposed bond questions and explanations as they would appear in informational publications distributed by the County at polling places, other County facilities, and on the County’s website. Consistent with state law, the actual ballot will reflect only the proposed bond question.

**BALLOT LAYOUT**

It is recommended that the following four bond referenda questions be on one or more rows or windows on the voting machines in the following order:

- a. Metro and Transportation
- b. Local Parks & Recreation
- c. Community Infrastructure
- d. Arlington Public Schools

**BACKGROUND:** The County government’s proposed bond totals are derived from a compilation of individual projects contained in the adopted CIP. These projects are classified into separate categories. If the bond referenda questions are approved by the voters, the County is legally prohibited from reallocating funding from one referenda category to another. Within the referenda categories, however, the County Board may make changes to specific projects; this flexibility is



necessary because of potential rapid changes in construction pricing or other uncontrollable factors. The County Board also has the option of issuing a lesser amount of bonds than that approved by the voters or revising the specific projects, within the proposed authorizing language, to be funded with bond proceeds. Attachment B is a draft of the bond questions and explanations that would appear in informational publications. This information is also provided at voter registration sites, posted at each individual polling place and the County’s website. Staff has worked with bond counsel on the bond referenda language.

During the CIP process, a significant amount of community input was sought. During the CIP development and consideration process, staff met with twelve Board-appointed Commissions and Committees and provided information at four County Board work sessions. Additionally, a CIP Public Hearing was held on June 26, 2012. The adopted CIP will be published in hard copy and will be available on the County website later this summer.

**FISCAL IMPACT:** The estimated impact on the County’s General Fund from the proposed bond financing plan included in the adopted CIP and the proposed referenda for the next two fiscal years is shown below. It should be noted that the amount of debt service to be budgeted in FY 2014 and FY 2015 will be determined after future project cash flow needs (and thus actual bond issue amounts) are completed. The table below also includes all outstanding and future subject-to-appropriation debt supported by the General Fund. In addition to debt service costs, certain new projects in the CIP and referenda will result in increased operating costs. Additional information on these costs can be found in the CIP document on the County’s website.

PROJECTED COUNTY AND SCHOOLS DEBT SERVICE

FY 2013 Adopted Budget and FY 2014 – 2015 Estimated  
(In Millions of \$)

	BUDGETED FY 2013	PROJECTED FY 2014	PROJECTED FY 2015
County	57.3	61.6	66.2
Schools	42.2	44.8	45.5
TOTAL	\$99.5	\$106.4	\$111.7

DESCRIPTION OF ATTACHMENTS

Attachment A - 2012 Bond Resolutions

Attachment B - 2012 Bond Questions and Explanation (as they will appear in publications)

ATTACHMENT A

**METRO AND TRANSPORTATION PROJECTS**

**WHEREAS**, the County Board of Arlington County, Virginia, has determined that it is advisable to support construction, acquisition, and rehabilitation of facilities by the Washington Metropolitan Area Transit Authority (WMATA/Metro) and other transportation projects as described below at an estimated cost of \$31,946,000; and

**WHEREAS**, it appears that such improvements cannot be financed from current revenues;

**BE IT RESOLVED BY THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA:**

1. It is hereby determined that it is advisable for Arlington County to contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$31,946,000 pursuant to the Public Finance Act of 1991, as amended, to finance, together with other available funds, the cost of construction, acquisition, and rehabilitation of WMATA/Metro facilities by the Washington Metropolitan Area Transit Authority, and to pay the costs of other transit, transportation, paving, road and pedestrian enhancement projects across the County (the "Projects").
2. The Circuit Court of Arlington County is hereby requested to order an election to be held on November 6, 2012, provided that such date is at least 81 days after the date on which the Court enters its order upon the question of contracting such debt and issuing bonds for such purposes. The question on the ballot shall be in substantially the form shown in Attachment B.
3. The Clerk of this Board is hereby authorized and directed to cause a certified copy of this resolution to be presented to the Circuit Court of Arlington County.
4. The County Board adopts this declaration of official intent under the Treasury Regulations Section 15.150-2. The County Board reasonably expects to reimburse advances made or to be made by the County to pay the costs of the Projects from the proceeds of its bonds.
5. This resolution shall take effect immediately.

## LOCAL PARKS & RECREATION

**WHEREAS**, the County Board of Arlington County, Virginia, has determined that it is advisable to undertake local parks & recreation projects as described below at an estimated cost of \$50,553,000; and

**WHEREAS**, it appears that such improvements cannot be financed from current revenues;

**BE IT RESOLVED BY THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA:**

1. It is hereby determined that it is advisable for Arlington County to contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$50,553,000 pursuant to the Public Finance Act of 1991, as amended, to finance, together with other available funds, the cost of public improvements for Arlington County local parks & recreation, open space and land acquisition projects (the "Projects").

2. The Circuit Court of Arlington County is hereby requested to order an election to be held on November 6, 2012, provided that such date is at least 81 days after the date on which the Court enters its order upon the question of contracting such debt and issuing bonds for such purposes. The question on the ballot shall be in substantially the form shown in Attachment B.

3. The Clerk of this Board is hereby authorized and directed to cause a certified copy of this resolution to be presented to the Circuit Court of Arlington County.

4. The County Board adopts this declaration of official intent under the Treasury Regulations Section 15.150-2. The County Board reasonably expects to reimburse advances made or to be made by the County to pay the costs of the Projects from the proceeds of its bonds.

5. This resolution shall take effect immediately.

## COMMUNITY INFRASTRUCTURE

**WHEREAS**, the County Board of Arlington County, Virginia, has determined that it is advisable to undertake neighborhood conservation projects, public facility improvements and infrastructure improvements, as described below, at an estimated cost of \$28,306,000; and

**WHEREAS**, it appears that such improvements cannot be financed from current revenues;

**BE IT RESOLVED BY THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA:**

1. It is hereby determined that it is advisable for Arlington County to contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$28,306,000 pursuant to the Public Finance Act of 1991, as amended, to finance, together with other available funds, the cost of public improvements for Arlington County, including neighborhood conservation projects, information technology and public safety projects, and County facilities needs including infrastructure and facilities maintenance capital (the "Projects").

2. The Circuit Court of Arlington County is hereby requested to order an election to be held on November 6, 2012, provided that such date is at least 81 days after the date on which the Court enters its order upon the question of contracting such debt and issuing bonds for such purposes. The question on the ballot shall be in substantially the form shown in Attachment B.

3. The Clerk of this Board is hereby authorized and directed to cause a certified copy of this resolution to be presented to the Circuit Court of Arlington County.

4. The County Board adopts this declaration of official intent under the Treasury Regulations Section 15.150-2. The County Board reasonably expects to reimburse advances made or to be made by the County to pay the costs of the Projects from the proceeds of its bonds.

This resolution shall take effect immediately.

## **ARLINGTON PUBLIC SCHOOLS PROJECTS**

**WHEREAS**, the County Board of Arlington County, Virginia, has determined that it is advisable to undertake certain capital projects for Arlington Public Schools, as described below; and

**WHEREAS**, it appears that \$42,620,000 of such improvements cannot be financed from current revenues; and

**WHEREAS**, the Arlington County School Board has requested by resolution adopted June 19, 2012, that the County Board request the Circuit Court of Arlington County to order an election on the question of the proposed issuance of bonds to finance such projects;

**BE IT RESOLVED BY THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA:**

1. It is hereby determined that it is advisable for Arlington County to contract a debt and issue its general obligation bonds in the maximum principal amount of \$42,620,000 pursuant to the Public Finance Act of 1991, as amended, to finance, together with other available funds, the design and construction costs for new elementary schools, School facility additions and various capital projects for Arlington Public Schools (the "Projects").

2. The Circuit Court of Arlington County is hereby requested to order an election to be held on November 6, 2012, provided that such date is at least 81 days after the date on which the Court enters its order, upon the question of contracting such debt and issuing bonds for such purposes. The question on the ballot shall be in substantially the form shown in Attachment B.

3. The Clerk of this Board is hereby authorized and directed to cause a certified copy of this resolution to be presented to the Circuit Court of Arlington County.

4. The County Board adopts this declaration of official intent under the Treasury Regulations Section 15.150-2. The County Board reasonably expects to reimburse advances made or to be made by the County to pay the costs of the Projects from the proceeds of its bonds.

5 This resolution shall take effect immediately.

2012 Bond Referenda

1. Metro and Transportation

**QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum principal amount of \$31,946,000 to finance, together with other available funds, the cost of various capital projects for the Washington Metropolitan Area Transit Authority and other transit, pedestrian, road or transportation projects?**

EXPLANATION:

This proposal would fund a variety of transportation, road, pedestrian enhancement and transit projects across the County. The largest component of this proposal would fund Arlington County's share of WMATA/Metro's capital improvement program, including the Metro Capital Improvement Program to improve regional mobility and accessibility and relieve traffic congestion. This proposal would also provide matching funds for certain transportation projects that receive state and federal funding. Proceeds of this proposal would also fund a portion of the costs for paving local streets and roadways, as well as the WALKArlington, BikeArlington, and Neighborhood Traffic Calming programs. The County Board may reallocate bond funds among the various projects to the extent necessary or desirable.

## 2012 Bond Referenda

### 2. Local Parks and Recreation

**QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum principal amount of \$50,553,000 to finance, together with other available funds, the cost of various capital projects for local parks & recreation, and land acquisition for parks and open space?**

#### EXPLANATION:

The proposed Local Parks & Recreation program would fund parks improvements and enhancements, and land acquisition for parks and open space. The largest component of this proposal would fund the design and construction of an aquatics, health and fitness center at Long Bridge Park and improvements to the surrounding park. Approximately \$1.0 million for the Land Acquisition and Open Space programs is expected to fund strategic park acquisitions based on the Public Spaces Master Plan or other parks related needs. This proposal would also fund maintenance capital improvements such as playground, courts and other parks infrastructure improvements. The County Board may reallocate bond funds among the various projects to the extent necessary or desirable.



## 2012 Bond Referenda

### 3. Community Infrastructure

**QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum principal amount of \$28,306,000 to finance, together with other available funds, the cost of various capital projects for County facilities, information technology, and infrastructure?**

#### EXPLANATION:

This proposal will provide funding for Board-approved Neighborhood Conservation projects.

The Neighborhood Conservation Program provides funding for a variety of neighborhood-identified capital improvement projects including street improvements (sidewalk, curb and gutter, drainage, paving), traffic management and pedestrian enhancements, park improvements, street lighting, recreational facilities, landscaping, and beautification.

This proposal will also provide funding for the County's information technology and public safety needs through installation of a public safety network, and facilities maintenance capital improvements, including design and construction of projects including but not limited to roofs, electrical and heating / cooling systems and other facilities infrastructure. The County Board may reallocate bond funds among the various projects to the extent necessary or desirable.

## **2012 Bond Referenda**

### **4. Arlington Public Schools**

**QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum principal amount of \$42,620,000 to finance, together with other available funds, the costs of various capital projects for Arlington Public Schools?**

### **EXPLANATION:**

This proposal would make funds available for the Arlington Public Schools' capital improvement program.

The proposed bonds will fund the design and construction of various School facility projects including new elementary schools, building additions for additional classroom space and maintenance capital projects . The School Board may reallocate bond funds among the various projects to the extent necessary or desirable.

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<b><u>April 17, 1951</u></b>						
Schools	<u>\$4,875,000</u>	6,208	2,569	3,693		70.7
<b>Total</b>	<b>\$4,875,000</b>					
<b><u>November 6, 1951</u></b>						
Courts Building	\$ 505,000	4,086	7,475		3,389	64.7
Parking Lots	740,000	4,992	7,139		2,147	58.9
Parks and Playgrounds	882,000	6,334	5,595	739		53.1
Streets and Highways	1,318,000	7,465	4,651	2,814		61.6
Storm Drainage	<u>1,382,000</u>	7,330	4,790	2,540		60.5
<b>Total</b>	<b>\$4,827,000</b>					
<b><u>May 27, 1952</u></b>						
Schools	<u>\$8,280,000</u>	4,854	3,190	1,664		60.3
<b>Total</b>	<b>\$8,280,000</b>					
<b><u>November 3, 1953</u></b>						
Streets and Highways	\$1,720,000	7,035	4,588	2,447		60.5
Water	1,327,000	7,779	3,862	3,917		66.8
Storm Drainage	<u>1,000,000</u>	6,719	4,668	2,051		59.0
<b>Total</b>	<b>\$4,047,000</b>					
<b><u>November 2, 1954</u></b>						
Water	\$1,700,000	16,207	4,922	11,285		76.7
Incinerator	980,000	11,910	8,386	3,524		58.7
Fire Stations	470,000	13,138	7,271	5,867		64.4
Storm Drainage	200,000	13,196	7,524	5,672		63.7
County Building Sites	600,000	6,776	13,251		6,475	66.2
Swimming Pools	<u>600,000</u>	9,064	11,964		2,900	56.9
<b>Total</b>	<b>\$4,550,000</b>					

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<b><u>November 8, 1955</u></b>						
Sanitary Sewers	\$1,000,000	7,203	7,014	189		50.7
Streets and Highways	1,330,000	5,930	8,067		2,137	57.6
Storm Drainage	<u>1,200,000</u>	5,783	8,144		2,361	58.5
<b>Total</b>	<b>\$3,530,000</b>					
<b><u>February 2, 1956</u></b>						
Schools	<u>\$9,430,000</u>	5,720	6,658		938	53.8
<b>Total</b>	<b>\$9,430,000</b>					
<b><u>June 5, 1956</u></b>						
Court House	\$2,200,000	5,933	795	5,138		88.2
Schools	<u>4,492,000</u>	6,167	4,928	1,239		55.6
<b>Total</b>	<b>\$6,692,000</b>					
<b><u>May 13, 1958</u></b>						
Libraries	\$ 560,000	7,137	4,982	2,155		58.9
Streets and Highways	1,790,000	7,320	4,869	2,451		60.1
Sidewalks	330,000	6,907	5,145	1,762		57.3
County Building Sites	50,000	6,358	5,299	1,059		54.5
Parks and Playgrounds	293,000	6,701	5,313	1,388		55.8
Sanitary Sewer	770,000	7,762	4,318	3,444		64.3
Storm Drainage	673,000	7,399	4,649	2,750		61.4
Schools	<u>3,500,000</u>	7,391	4,807	2,584		60.6
<b>Total</b>	<b>\$7,966,000</b>					
<b><u>May 17, 1960</u></b>						
Storm Drainage	\$1,040,000	6,105	7,112		1,007	53.8
Regional Parks	130,000	5,593	7,642		2,049	57.7
Parks and Recreation Facilities	800,000	5,679	7,379		1,700	56.5
Libraries	250,000	6,275	6,918		643	52.4
Health Clinics	100,000	5,795	7,373		1,578	56.0

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Sidewalks	450,000	5,757	7,420		1,663	56.3
Schools	1,750,000	5,650	7,258		1,608	56.2
Streets and Highways	2,660,000	5,853	7,297		1,444	55.5
Fire Stations	<u>400,000</u>	6,493	6,654		161	50.6
<b>Total</b>	<b>\$7,580,000</b>					
 <b><u>November 8, 1960</u></b>						
Water	\$2,172,000	20,535	11,733	8,802		63.6
Sanitary Sewers	<u>675,000</u>	21,434	11,972	9,462		64.2
<b>Total</b>	<b>\$2,847,000</b>					
 <b><u>November 7, 1961</u></b>						
County Land Acquisition	\$ 500,000	8,493	8,589		96	50.3
Storm Water Drainage	900,000	10,007	7,419	2,588		57.4
Streets and Highways	2,500,000	9,874	7,614	2,260		56.5
Sidewalk	475,000	9,149	8,215	934		52.7
Recreation Facilities	225,000	9,029	8,189	840		52.4
Library	495,000	9,209	8,002	1,207		53.5
Firefighting Facilities	475,000	11,519	5,919	5,600		66.1
Schools	<u>950,000</u>	9,246	7,902	1,344		53.9
<b>Total</b>	<b>\$6,520,000</b>					
 <b><u>November 5, 1963</u></b>						
Storm Water Drainage	\$1,000,000	12,523	7,494	5,029		62.6
Sewer	5,560,000	12,692	6,957	5,735		64.6
County Land Acquisition	1,000,000	10,409	8,914	1,495		53.9
Library	440,000	9,800	9,425	375		51.0
Schools	<u>1,950,000</u>	10,453	8,648	1,805		54.7
<b>Total</b>	<b>\$9,950,000</b>					
 <b><u>November 2, 1965</u></b>						
Storm Water Drainage	\$ 1,250,000	14,223	8,067	6,156		63.8

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Streets and Highways	4,350,000	13,340	8,209	5,131		61.9
County Land Acquisition	1,000,000	12,814	9,321	3,493		57.9
Sidewalk	550,000	12,953	8,352	4,601		60.8
Schools	4,795,000	11,449	9,582	1,867		54.4
Schools, New Junior H.S.	4,250,000	8,413	13,153		4,740	61.0
<b>Total</b>	<b>\$16,195,000</b>					
 <b><u>November 8, 1966</u></b>						
No. Virginia Higher Education	<u>\$3,000,000</u>	21,100	10,401	10,699		67.0
<b>Total</b>	<b>\$3,000,000</b>					
 <b><u>November 7, 1967</u></b>						
Streets and Sidewalk	\$7,100,000	15,047	8,031	7,016		65.2
Storm Water Drainage	1,100,000	14,813	7,173	7,640		67.4
Sewer	<u>1,000,000</u>	15,108	6,936	8,172		68.5
<b>Total</b>	<b>\$9,200,000</b>					
 <b><u>June 11, 1968</u></b>						
Schools and Recreation	<u>\$16,800,000</u>	7,895	9,476		1,581	54.6
<b>Total</b>	<b>\$16,800,000</b>					
 <b><u>November 5, 1968</u></b>						
Transit Facilities	\$54,000,000	42,721	11,659	31,062		78.6
Schools (W-L Library)	225,000	34,331	19,715	14,616		63.5
Schools (Elementary)	6,900,000	35,993	17,696	18,297		67.0
Schools (New Junior H.S.)	4,150,000	34,485	19,163	15,322		64.3
Recreation Facilities	<u>2,500,000</u>	32,832	19,979	12,853		62.2
<b>Total</b>	<b>\$67,775,000</b>					
 <b><u>November 4, 1969</u></b>						
Paving	\$ 500,000	19,392	9,380	10,012		67.4

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Police Headqtrs.-Jail	2,500,000	20,618	9,562	11,056		68.3
Public Library	550,000	17,866	11,071	6,795		61.7
Swimming Pool	900,000	14,862	13,975	887		51.5
Storm Drainage	1,000,000	21,192	7,947	13,245		72.7
Water System	5,500,000	20,526	8,344	12,182		71.1
Neighborhood Conservation	800,000	16,793	11,611	5,182		59.1
Park Authority	<u>2,160,000</u>	1,654	11,247		9,593	87.2
<b>Total</b>	<b>\$13,910,000</b>					
 <b><u>November 2, 1971</u></b>						
Sanitary Sewers	\$ 6,700,000	11,961	4,176	7,785		74.1
Waste Water Treatment	6,000,000	12,670	3,490	9,180		78.4
Recreation Facilities	3,000,000	9,873	5,999	3,874		62.2
Storm Water Drainage	2,500,000	12,215	4,114	8,101		74.8
Streets and Highways	1,000,000	16,675	10,211	6,464		62.0
Human Resources Center	850,000	15,347	11,520	3,827		57.1
Neighborhood Conservation	800,000	15,365	11,554	3,811		57.1
Technical Education Center	4,600,000	16,182	11,000	5,182		59.5
Schools	2,600,000	15,097	11,929	3,168		55.9
Library	<u>470,000</u>	14,742	11,98	2,758		55.2
<b>Total</b>	<b>\$28,520,000</b>					
 <b><u>November 7, 1972</u></b>						
Ad. Waste Water Treatment	\$15,000,000	38,705	11,829	26,876		76.6
Schools	<u>6,275,000</u>	31,390	18,917	12,473		62.4
<b>Total</b>	<b>\$21,275,000</b>					
 *Referendum amended language of 1971 and 1972 referenda to expand how the \$21.0 million could be used at the wastewater treatment plant.						
 <b><u>November 6, 1973</u></b>						
Local and Regional Parks	\$ 5,000,000	11,186	5,736	5,450		66.1
Sanitary Sewerage	4,500,000	13,613	5,744	7,869		70.3
Streets and Highways	3,000,000	10,903	7,276	3,627		60.0

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Public Schools	2,350,000	14,647	15,843		1,196	52.0
Storm Water Drainage	1,500,000	20,034	10,286	9,748		66.1
Human Resources Center	1,000,000	17,462	12,660	4,802		58.0
County Property Yard	700,000	13,860	16,081		2,221	53.7
Nursing Home Sites	500,000	20,281	10,607	9,674		65.7
Fire Stations	<u>300,000</u>	20,867	9,925	10,942		67.8
<b>Total</b>	<b>\$18,850,000</b>					
 <b><u>November 4, 1975</u></b>						
Wastewater Treatment*	\$21,000,000	11,020	8,600	2,420		56.2
Transit Facilities	25,000,000	7,543	11,880		4,337	61.2
County Maintenance and Service Facilities	1,500,000	5,003	13,968		8,965	73.6
Sidewalks, Curbs and Gutters, Streets and Highways	3,000,000	7,923	20,553		12,630	72.2
Joint Community Theatre and Schools Auditorium	1,300,000	5,169	23,612		18,443	82.0
Buildings and Building Sites	1,000,000	5,097	22,881		17,784	81.8
Park and Recreation Acquisition and Development	6,000,000	9,036	20,140		11,104	69.0
Community Conservation	<u>2,500,000</u>	8,075	20,128		12,053	71.4
<b>Total</b>	<b>\$61,300,000</b>					
 <b><u>November 8, 1977</u></b>						
Water Storage	\$ 6,200,000	21,464	11,959	9,505		64.2
Storm Drainage	1,000,000	20,433	13,300	7,133		60.6
Streets and Highways	3,000,000	19,942	13,973	5,969		58.8
Neighborhood Conservation	2,500,000	19,193	14,777	4,416		56.5
Local and Regional Parks	<u>2,500,000</u>	18,849	14,868	3,981		55.9
<b>Total</b>	<b>\$15,200,000</b>					

\*Referendum amended language of 1977 water bond to change from storage to distribution improvements as permitted use.



**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<b><u>November 6, 1979</u></b>						
Sanitary Sewerage	\$ 1,985,000	16,761	9,222	7,539		64.5
Streets and Highways	4,665,000	15,617	10,530	5,087		59.7
Local Parks	4,000,000	9,465	16,577		7,112	63.6
Regional Parks	<u>1,705,000</u>	9,780	16,200		6,420	62.4
<b>Total</b>	<b>\$12,355,000</b>					
<b><u>November 4, 1980</u></b>						
Water Distribution*	<u>\$6,000,000</u>	41,328	8,756	32,572		82.5
<b>Total</b>	<b>\$6,000,000</b>					
<b><u>November 3, 1981</u></b>						
Streets and Highways	\$ 3,000,000	23,751	12,583	11,168		65.4
Storm Drainage	1,800,000	22,652	13,420	9,232		62.8
Jail Expansion	2,100,000	25,485	11,251	14,234		69.4
Local and Regional Parks	3,000,000	22,886	13,465	9,421		63.0
Community Conservation	<u>1,000,000</u>	21,743	13,520	8,223		61.7
<b>Total</b>	<b>\$10,900,000</b>					
<b><u>November 8, 1983</u></b>						
Metrorail	\$13,000,000	21,221	6,615	14,606		76.2
Streets and Highways	3,100,000	20,756	6,922	13,834		75.0
Community Conservation	1,950,000	19,624	7,840	11,784		71.5
Water Distribution	<u>3,100,000</u>	20,048	7,159	12,889		73.7
<b>Total</b>	<b>\$21,150,000</b>					<b>Average 74.1%</b>
<b><u>November 6, 1984</u></b>						
Local and Regional Parks	\$ 4,035,000	38,785	21,771	17,014		64.1
Streets and Highways	6,140,000	39,644	20,630	19,014		65.8
Community Conservation	6,800,000	37,935	21,906	16,029		63.4
Metrorail	<u>13,000,000</u>	40,111	20,924	19,187		65.7
<b>Total</b>	<b>\$29,975,000</b>					<b>Average 64.8%</b>

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<b><u>November 4, 1986</u></b>						
Local and Regional Parks	\$ 4,895,000	25,899	8,539	17,360		75.2
Streets and Highways	4,315,000	27,382	6,452	20,930		80.9
Community Conservation	10,835,000	25,626	8,741	16,885		74.6
Central Library Expansion	<u>4,025,000</u>	26,974	7,909	19,065		77.3
<b>Total</b>	<b>\$24,070,000</b>					<b>Average 77.0%</b>
<b><u>November 8, 1988</u></b>						
Local and Regional Parks	\$ 3,900,000	50,367	14,344	36,023		77.8
Streets and Highways	2,400,000	49,077	12,688	36,389		79.5
Community Conservation	2,900,000	49,295	14,928	34,367		76.8
Public Schools	12,800,000	49,905	12,251	37,654		80.3
Jail	35,000,000	40,731	22,662	18,069		64.3
Wastewater Treatment	<u>12,000,000</u>	52,216	8,970	43,246		85.3
<b>Total</b>	<b>\$69,000,000</b>					<b>Average 77.3%</b>
<b><u>November 6, 1990</u></b>						
Courts/Police Facility	\$53,850,000	25,061	17,381	7,680		59.0
Public Schools	23,000,000	31,367	11,833	19,534		72.6
Streets, Highways, and Community Conservation	10,930,000	28,357	11,980	16,377		70.3
Local and Regional Parks and Recreation	4,220,000	27,857	12,544	15,313		69.0
Fire Station #3	<u>2,500,000</u>	28,642	11,319	17,323		71.7
<b>Total</b>	<b>\$94,500,000</b>					<b>Average 68.5%</b>
<b><u>November 3, 1992</u></b>						
Metrorail	\$ 17,800,000	58,898	16,057	42,841		78.6
Public Schools	24,425,000	56,903	17,647	39,256		76.3
Higher Education	3,125,000	51,355	23,199	28,156		68.9
Local and Regional Parks and Recreation	11,870,000	51,504	23,176	28,328		69.0
Streets, Highways and						

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Community Conservation	13,415,000	55,185	19,551	35,634		73.8
Wastewater Treatment Plant	<u>36,000,000</u>	61,741	13,243	48,498		82.3
<b>Total</b>	<b>\$106,635,000</b>					<b>Average 74.8%</b>
<b><u>November 8, 1994</u></b>						
Metrorail	\$ 7,000,000	45,783	16,166	29,617		73.9
Public School	36,100,000	46,444	15,349	31,095		75.2
Fire Station #3	2,760,000	44,184	16,857	27,327		72.4
Local and Regional Parks and Recreation	13,865,000	43,210	18,278	24,932		70.3
Streets, Highways and Community Conservation	17,690,000	47,062	14,288	32,774		76.7
Water Distribution and Wastewater Treatment	<u>12,200,000</u>	50,049	10,885	39,164		82.1
<b>Total</b>	<b>\$89,615,000</b>					<b>Average 75.1%</b>
<b><u>November 5, 1996</u></b>						
Metrorail	\$ 9,560,000	52,289	15,733	36,556		76.9
Public School	29,120,000	53,783	14,510	39,273		78.6
Local and Regional Parks and Recreation	12,920,000	45,336	23,539	21,797		65.8
Streets, Highways and Community Conservation	<u>21,305,000</u>	53,260	14,372	38,888		78.7
<b>Total</b>	<b>\$72,905,000</b>					<b>Average 75.0%</b>
<b><u>November 3, 1998</u></b>						
Public Schools	\$50,705,000	35,552	9,721	25,831		78.5
Westover and Shirlington Branch Libraries	8,000,000	34,298	10,760	23,538		76.1
Local and Regional Parks and Recreation	17,055,000	34,438	10,651	23,787		76.4
Street, Highways, and Community Conservation	<u>24,055,000</u>	35,448	9,500	25,948		78.9
<b>Total</b>	<b>\$99,815,000</b>					<b>Average 77.5%</b>

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<b><u>November 7, 2000</u></b>						
Public Schools	\$ 42,612,500	61,252	14,564	46,688		80.8
Local and Regional Parks and Recreation	25,875,000	58,973	16,104	42,869		78.6
Street, Highways and Community Conservation	34,291,000	63,797	12,583	51,214		83.5
Government Fac.& Higher Ed.	7,210,000	53,571	22,023	31,548		70.9
Utilities	<u>12,070,000</u>	65,109	11,202	53,907		85.3
<b>Total</b>	<b>\$122,058,500</b>					<b>Average 79.8%</b>
<b><u>November 5, 2002</u></b>						
Public Schools	\$ 78,996,000	43,877	12,258	31,619		78.2
Community Projects: Community Conservation, Parks, Public Safety, Pedestrian Systems, Streets, Highways, Transit, Metro, Storm Drainage	67,428,500	44,592	11,320	33,272		79.8
Utilities	<u>12,342,000</u>	46,078	9,796	36,282		82.5
<b>Total</b>	<b>\$158,766,500</b>					<b>Average 80.2%</b>
<b><u>November 2, 2004</u></b>						
Public Schools	\$ 78,128,000	71,594	17,615	53,979		80.3
Local Parks and Recreation	78,395,000	67,588	21,450	46,138		75.9
Transportation & Community Infrastructure	35,944,000	71,697	17,171	54,526		80.7
Metro	<u>18,536,000</u>	73,248	16,151	57,097		81.9
<b>Total</b>	<b>\$208,003,000</b>					<b>Average 79.7%</b>
<b><u>November 7, 2006</u></b>						
Public Schools	\$ 33,712,000	54,130	16,609	37,521		76.5
Local Parks and Recreation	35,550,000	52,257	18,238	34,019		74.1
Community Infrastructure	27,300,000	49,905	20,233	29,672		71.2
Metro and Transportation	31,500,000	58,058	11,709	46,349		82.0

**ARLINGTON COUNTY, VIRGINIA  
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Utilities	<u>79,000,000</u>	59,797	10,878	48,919		84.6
<b>Total</b>	<b>\$207,062,000</b>					<b>Average 77.7%</b>
 <b><u>November 4, 2008</u></b>						
Public Schools	\$ 99,425,000	76,325	25,360	50,965		75.1
Community Infrastructure	10,800,000	68,967	31,321	37,646		68.8
Metro	10,000,000	79,178	22,713	56,465		77.7
Utilities	<u>50,000,000</u>	80,873	20,052	60,821		80.1
<b>Total</b>	<b>\$170,225,000</b>					<b>Average 77.3%</b>
 <b><u>November 2, 2010</u></b>						
Public Schools	\$ 102,888,000	46,869	14,350	32,519		76.6
Local Parks and Recreation	5,975,000	41,745	19,427	22,318		68.2
Community Infrastructure	18,065,000	37,943	22,807	15,136		62.5
Metro	<u>34,100,000</u>	44,896	16,334	28,562		73.3
<b>Total</b>	<b>\$161,028,000</b>					<b>Average 70.2%</b>
 <b><u>November 6, 2012</u></b>						
Public Schools	\$ 42,620,000	90,232	21,383	68,849		80.8
Local Parks and Recreation	50,553,000	70,920	40,039	30,881		63.9
Community Infrastructure	28,306,000	80,155	29,607	50,548		73.0
Metro	<u>31,946,000</u>	89,000	22,101	66,899		80.1
<b>Total</b>	<b>\$153,425,000</b>					<b>Average 74.5%</b>

Bonds Authorized but Unissued

<b>Parks Land Acquisition</b>	<b>500,000</b>
<b>Metro</b>	<b>10,000,000</b>
<b>Community Conservation</b>	
Neighborhood Conservation	7,600,000
Other Community Projects	530,000
<b>Total Community Conservation</b>	<b>8,130,000</b>
<b>Transportation - Match for Federal / State Grants</b>	<b>1,250,000</b>
<b>Facilities Infrastructure/Land Acquisition</b>	
ART House - Heavy Maintenance Facility	2,030,000
Office Space & Homeless Services Center	3,725,000
	<b>5,755,000</b>
<b>Total Authorized but Unissued - County</b>	<b>25,635,000</b>
Utilities	11,350,000
Schools - Wakefield High School	32,219,000

\*Amounts based on remaining authorized unissued after 2012 GO bond sale in June

## Arlington, Virginia

# Projects Underway

The County has many large projects that are in near-term implementation phases. Although not a comprehensive list of the broad programs and projects, a brief discussion of some of the larger projects underway is included below.

### ***Public Government Facilities:***

#### ***Fire Training Academy***

-Expected Completion: winter 2013

-The additions include a training tower, drafting station for testing and qualifying on-vehicle fire pumps, a confined space training facility and storage for fire apparatus used for training. The construction contract was awarded in February, 2012.

*Funding Sources: GO Bonds*

#### ***Arlington Mill Community Center***

-Expected Completion: summer 2013

-The Arlington Mill Community Center (AMCC) will provide a five-story building housing community-oriented programs sponsored by the Departments of Parks and Recreation, Human Services, and Libraries. The facility will include a full size gym and a 14,000 sf plaza. Construction of the community center started in September, 2011.

*Funding Sources: GO Bonds, IDA Revenue Bonds, PAYG*

#### ***Fire Station No. 4 HVAC Replacement***

-Expected Completion: winter, 2012

-The heating, ventilating and air conditioning (HVAC) equipment serving the common rooms and fire staff living quarters will be replaced to improve air quality in the building and improve energy performance. The station will be empty for approximately 3 months of the roughly seven month construction period and fire services coverage will be provided from Fire Station No. 3 on Old Dominion. Interior finishes and kitchen cabinets will also be upgraded as part of the project .

*Funding Sources: PAYG*

### ***ECC Electrical Power Upgrades***

-Expected Completion: fall 2012

-Current status and work completed to date.

- Long-lead equipment (UPS batteries, two UPS's, one ATS) ordered.
- Building permit for interior demolition received.
- Construction documents are currently in permit review process for building permit for interior alterations.
- 13th floor maintenance and custodial services relocation in process.

-Future work

- Construction of 13th floor battery room and installation of new UPS's and ATS.
- Commissioning of installed systems.

*Funding Sources: 2006 Emergency Infrastructure Bond Funds*

### ***Aurora Hills***

-Expected Completion: May, 2012

-The Aurora Hills Complex is undergoing modifications in the Lobby and Library to accommodate changes in program use. The Library changes will include new carpeting, paint and selected furniture along with new furniture and digital signage in the lobby.

*Funding Sources: PAYG*

### ***Carlin Hall Structural Repairs and Exterior Upgrade***

-Expected Completion: fall 2012

-Structural repairs to building and roof replacement

-Received 90% drawings for structural repairs

*Funding Sources: PAYG*

### ***Detention Center Work Stations***

-Expected Completion: fall, 2012

-The Deputy workstations within the Detention Center units are to be replaced. The replacement will include newly designed workstations to accommodate updated equipment, provide better workflow, and secure supplies.

*Funding Sources: State Criminal Alien Assistant Program (SCAAP) Justice Dept. Grant*

## ***Community Conservation:***

### ***Neighborhood Conservation Program***

-In late FY 2012 and in FY 2013, the NC program will complete 15 Street Improvement projects and 5 Park Improvement projects. These projects will cost \$8.6 million.

*Funding Sources: GO Bonds, PAYG*



## ***Stormwater, Water, and Sewer Infrastructure:***

### ***Four Mile Run Tidal Corridor Restoration Project***

- Addition of tidal wetlands and stream bank bioengineering in tidal portion of Four Mile Run envisioned in Four Mile Run Restoration Master Plan.
- Design contract awarded 2009.
- Construction expected 2014.

*Funding Sources: Sanitary District Tax, State and Tribal Assistance Grants (STAG), US Army Corps of Engineers*

### ***Williamsburg Blvd Median Watershed Retrofit Project***

- Creation of bioretention systems within two medians using engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes.
- 90% design completed early 2012.
- Construction expected 2013.

*Funding Source: Sanitary District Tax*

### ***John Marshall Drive at Lee Highway***

-Design of this storm sewer project is currently under review by VDOT, and includes approximately 430 linear feet of 72-inch storm sewer, 640 linear feet of sanitary sewer (identified in the *Sanitary Sewer Master Plan* and charged to the sanitary sewer improvements CIP, but incorporated into this project), related appurtenances, and restoration. This project is necessary to reduce the risk of flooding to multiple homes which were flooded in the storm of June 2006.

-Construction expected Fall 2012

*Funding Source: Sanitary District Tax*

### ***Stormwater Master Plan***

-Work is currently underway on an update of the County's *Stormwater Master Plan*. Upon its completion in 2013, County staff will have a better understanding of the cost, phasing, and scope of future stormwater management and infrastructure projects. The County's Municipal Separate Storm Sewer System (MS4) permit is also expected to be renewed for a five-year period by the state in calendar year 2012. The results of the new permit may require that future CIPs be adjusted to provide for the more stringent and aggressive requirements designed to improve the health of the Chesapeake Bay.

*Funding Sources: Sanitary District Tax, Watershed Management Fund, State and Tribal Assistance Grants (STAG), US Army Corps of Engineers*

### ***Donaldson Run Tributary B Stream Restoration Project***

-Comprehensive restoration of 1,800 linear feet of degraded stream channel to control severe erosion, improve habitat, and protect threatened sanitary sewer and trail infrastructure.

-Design is currently at 90% level, with construction expected in 2013.

*Funding Sources: Sanitary District Tax, Watershed Management Fund, State and Tribal Assistance Grants (STAG)*

### ***Potomac Interceptor Sanitary Sewer Phase 1***

- Construction is scheduled to be completed in fall 2012/ winter 2013.
- Will provide surcharge relief and increased wastewater capacity for Rosslyn.

*Funding Sources: GO bonds, PAYG*

### ***Glebe Road Water Main***

- Construction is scheduled to be completed in September 2013
- This project will construct a parallel water main to provide a critical backup to the existing 36-inch water main.

*Funding Sources: GO bonds, PAYG*

### ***South Four Mile Run Water Main***

- Construction is scheduled to be completed in September 2012
- Will replace an existing deteriorating 20-inch water main with a new one of the same size.

*Funding Sources: PAYG*

### ***Automated Meter Reading Program (AMR)***

- Construction is scheduled to be completed in June 2013
- Plan is to install approximately 30,200 meters with AMR capability which will replace all residential meters.
- Increases efficiency and accuracy in meter reading by replacing existing water meters with meters having AMR capability

*Funding Sources: PAYG*

### ***Master Plan 2001 Update (MP01)***

- \$568 million multi-year program to expand and upgrade the Water Pollution Control Plant
- Two largest construction projects were substantially complete in CY 2010
- Meeting goals of Total Nitrogen < 3 mg/l (from June 2010), no external bypasses (from April 2010)
- Remaining elements of the project are scheduled to be completed in FY 2013

*Funding Sources: Virginia Resources Authority loans, Water Quality Improvement Fund grant, GO Bonds, Inter-jurisdictional Partners contributions, Utilities Capital*

### ***Wet Weather Filtration Facility***

- Retrofit of existing gravity filters at the Water Pollution Control Plant
- Construction is underway, and is expected to be completed in FY 2013

*Funding Sources: GO Bonds, Inter-jurisdictional Partners contributions*

## ***Transportation:***

### ***Columbia Pike - South Wakefield Street to Four Mile Run***

- Upgrades to water and sewer lines were completed last year. The undergrounding of overhead utilities, street, sidewalk and related improvements along Columbia Pike between South Wakefield Street and Four Mile Run are underway.
- The utility undergrounding work will be done first and will take approximately 15 months.
- The street improvement work, which includes the realignment of the South Four Mile Run Drive and South Buchanan Street intersection will follow and is expected to be completed by the Fall of 2013.

*Funding Sources: GO bonds, PAYG, State grants*

### ***Pentagon City Multi-modal Project – Hayes Street Improvements***

- The Pentagon City Multi-Modal Project will improve safety and access for pedestrians, transit riders, bicyclists and vehicles along South Hayes Street between Army Navy Drive and 15th Street South. This street and infrastructure improvement project will also enhance the appearance of the area and create a sense of place for all who visit and live in Pentagon City.
- The planned improvements range from state-of-the-art traffic signals, mid-block crossings and ADA compliant features, to increased and improved environmentally-sensitive landscape features
- Construction of the project will begin in June 2012 and will conclude by Winter 2013-2014.

*Funding Sources: GO bonds, Transportation Capital Funds, Federal Secondary Aid*

### ***Crystal City Street Improvements – Two-Way Conversion of Crystal Drive***

- The Crystal City Street Improvements are a series of projects that will prepare the street network in Crystal City for redevelopment and transit improvements, including the future streetcar. The Crystal Drive Two-Way Conversion project will transform the one-directional portions of Crystal Drive into a two directional roadway. The street network in Crystal City will begin to be transformed by the first of three phases of two-way conversion projects along Crystal Drive, which will convert the road from one-direction to two-directions between 12<sup>th</sup> and 15<sup>th</sup> Street South.
- The first phase of construction will begin in June 2012 and is expected to be completed by Winter 2012-2013.
- Two additional phases of the Crystal Drive Two-Way Conversion project are planned for Crystal Drive. Phase 2 of the Crystal Drive two-way conversion project will occur between the intersection of Crystal Drive with 23<sup>rd</sup> Street South and 26<sup>th</sup> Street South and is expected to begin construction Summer or Fall of 2012. Phase 3 of the Crystal Drive two-way conversion is planned to occur between the intersections of 26<sup>th</sup> Street South to 27<sup>th</sup> Street South and should begin in the Spring of 2013.

*Funding Sources: Crystal City, Potomac Yard, Pentagon City Tax Increment Financing Funds, Transportation Capital Funds*

### ***Transportation Systems Management (TSM) Fiber Project***

-This project will upgrade the existing "TTS Management & CA-Net Plant" to a state-of-the art fiber optic technology in three phases. The overall project consists of replacing the existing 52 miles of outdated and unreliable twisted pair (copper) communication system with a more reliable, faster and scalable fiber optic system. The project is split into three phases.

-Phase 1 is currently under construction and is expected to be completed by July 2012.

-Phase 2 construction is expected to begin in June 2012. It will lay approximately ten miles of fiber optic cables connecting 101 traffic signals and will install two Variable Message Signs (VMS) along Arlington Boulevard.

-Phase 3 is expected to begin construction in January 2013. It will provide an additional twenty miles of fiber optic cables connecting 103 traffic signals.

*Funding Sources: GO bonds, Transportation Capital Funds, Crystal City, Potomac Yard, Pentagon City Tax Increment Financing Funds, Federal grants*

### ***Rosslyn Metro Station Access Improvements***

-Work is underway to install a second station entrance and includes three new high speed, high capacity elevators, a mezzanine, fare payment area, and emergency stairs.

-The Board approved the construction contract in July 2010.

-Construction work began in October 2010 with completion scheduled for July 2013.

*Funding Sources: Transportation Capital Fund, federal grants and earmarks, state matches and reimbursements, developer contributions*

### ***Pentagon City Metro Station Second Elevator***

-Currently there is only one street-level elevator entrance at the Pentagon City Metrorail station which is among the most heavily utilized stations in Arlington County. The only elevator is located on the east side of S. Hayes St. A second elevator entrance on the west side of the street is necessary to improve general access and to ensure ADA accessibility.

-The preliminary engineering contract for the second elevator is scheduled to be awarded in June 2012 and be completed by spring 2013.

-Final design and construction are targeted for CY2013 and CY2014 respectively.

*Funding Sources: Federal grants, federal earmark, state match*

### ***Columbia Pike Superstops***

-This project will construct new larger bus shelters that will provide passenger amenities to accommodate the increased number of passengers along the Columbia Pike corridor that are resulting from new enhanced bus services branded as the "Pike Ride" program.

-Construction of the first prototype super stop began in early FY12 and is scheduled to be completed in summer 2012. A second prototype stop is scheduled to be constructed in fall 2012.

-Plans call for 20 more super stops to be constructed between CY2013 and CY2016 in coordination with construction of street infrastructure improvements on the Pike.

-The super stops will serve as streetcar stations in the future.

*Funding Sources: Prototype stops are funded by a federal grant and a GO bond match. Subsequent stops will be funded by a federal earmark, federal grants, and state match.*

### ***Crystal City-Potomac Yard Transitway***

-Final design plans were completed in spring 2012 for the construction of the bus transitway which includes dedicated right-of-way and seven station stops between Potomac Yard and the Crystal City Metrorail station. These capital improvements will provide the infrastructure for frequent, high capacity transit service necessary to meet the growing transportation needs of the new high-density, transit-oriented development occurring in Potomac Yard and Crystal City.

-The environmental update was completed in December 2010.

-The operations plan was completed in January 2012.

-Additional right-of-way easements are needed and are expected to be completed during summer 2012.

-Award of the construction contract is targeted for fall 2012 with construction work beginning in winter 2013 and finishing in spring 2014. -Project establishes high capacity transit service in anticipation of future streetcar service.

*Funding Sources: Federal grants, Transportation Capital Fund, GO bonds, state reimbursement, developer contributions.*

### ***ART House***

-Facility improvements are underway for Arlington's local transit system (ART) and will provide new operations/administration and maintenance facilities.

-Office space at 2900 S. Eads Street is undergoing rehabilitation starting June 2012 for a new operations/administrative center and is scheduled to open in winter 2013. The Board approved the contract award in April 2012 for this construction work.

-Design work started in January 2012 on the plan for site improvements, utilities, a CNG fueling station, a bus wash, and light maintenance facility to be located on the existing lot. Design work is scheduled to be completed in January 2013 and construction is targeted to begin by end of FY2013.

*Funding Sources: Transportation Capital Fund, GO bonds, state reimbursement grants*

## ***Parks and Recreation Facilities:***

### ***Barcroft Park***

-This project consists of a new baseball stadium in partnership with The George Washington University including a new synthetic turf baseball diamond, fencing, scoreboard, stadium seating, dugouts, batting cages, restrooms, concessions, plaza, signage, pedestrian access, parking lot, storm water management and landscaping.

-Anticipated completion is summer 2012.

*Funding Sources: Permissive Use Agreement with The George Washington University*

### ***Virginia Highlands Park***

-This Parks Maintenance Capital project includes replacement of the synthetic turf field carpet and addressing erosion issues adjacent to the field including walkway/stairs, landscaping and site furnishings.

-Anticipated completion is summer 2012.

*Funding Sources: PAYG*

### ***Henry Wright Park***

- This new park in Buckingham includes a playground, open grassy areas, site furnishings, game tables, gazebo, landscaping and lighted walkways.
- Anticipated completion is summer 2012.

*Funding Sources: IDA Revenue Bond*

### ***Highview Park***

- The Parks Maintenance Capital project includes replacement of tot and school age play areas, picnic area, site furnishings, accessible paths, landscaping, retaining walls and signs.
- Anticipated completion is fall 2012.

*Funding Sources: PAYG*

### ***Long Bridge Park – Long Bridge Drive***

- The construction of Phase I of the new park, including three lighted synthetic turf fields, esplanade, rain garden, restrooms and storage buildings, public art, parking, landscaping, pathways and site furnishings was completed in October 2011.
- The reconstruction of an approximately one-half mile section of Long Bridge Drive will implement a transportation corridor that provides park users, Arlington residents and the traveling public safe and efficient multimodal access to and through the Long Bridge Park recreation area. Long Bridge Drive from S. 12<sup>th</sup> Street to just south of Boundary Channel Drive will be completely reconstructed with new curb and gutter and a new storm drainage system. Enhancing the roadway improvements will be bicycle lanes, wide sidewalks, street trees, LED roadway lighting, landscaped medians, bus shelters and driveway aprons.
- Anticipated completion is fall 2012.

*Funding Sources: GO Bonds*

### ***Penrose Square Phase I***

- The County Board approved the Penrose Square Master Plan in July 2008. This new urban plaza includes a tree-covered upper terrace with movable tables and chairs, a flexible paved plaza in the central portion of the square, an interactive water feature, a unique two piece granite sculpture called “Echo”, and two mounded lawn areas shaded by trees for casual seating.
- Anticipated completion is fall 2012.

*Funding Sources: GO Bonds, PAYG*

### ***Mosaic Park Phase I***

- The County Board approved the Mosaic Park Master Plan in September 2009. This new urban park includes an interactive water feature, children’s play area, multi-purpose court, flexible use lawn area, large flexible urban plaza, centrally located casual plaza, rain garden, walkways and sidewalks, site furnishings and landscaping. The park design will have a focus on sustainable practices and features.
- Anticipated completion of construction drawings is winter 2013.

*Funding Sources: Transfer of Development Rights (Founders’ Square Site Plan)*

### ***James Hunter Park***

-The County Board approved the James Hunter Park (formerly 13<sup>th</sup> & Herndon) Master Plan in December 2007. This new urban park includes a plaza terrace with focal feature, an open lawn area, native demonstration gardens, a community canine area, pedestrian circulation, sidewalks, public art, utilities, and site furnishings. The park will have a focus on sustainable features including managing and recycling storm water, alternative energy technologies, permeable paving surfaces and recycled materials.

-Anticipated completion is spring 2013.

*Funding Sources: GO Bonds, PAYG*

### ***Rocky Run Park***

-The Parks Maintenance Capital project consists of relocating and replacing the major features of the park as well as addressing ADA access throughout the park. The project includes new tot and school-age playgrounds, lighted basketball/multi-purpose courts, lighted synthetic turf field, public art, site furnishings, site circulation, landscaping, and storm water improvements. The picnic shelter will be relocated and renovated.

-Anticipated completion is summer 2013.

*Funding Sources: GO Bonds, PAYG*

## ***Information Technology and Equipment:***

### ***Real Estate System Upgrade***

-Substantial Completion – September 2012

-The County's real estate assessment system, both residential and commercial, is being upgraded and refreshed.

*Funding Sources: Master Lease*

### ***Windows7 Upgrade***

-Substantial Completion – Fall, 2013

-The County's inventory of personal computers will be upgraded to Microsoft's Windows7 operating system from Windows XP. This involves extensive testing and some remediation of all applications that currently run on them.

*Funding Sources: PAYG*

### ***ConnectArlington***

-Substantial Completion – Stage 1-Fall 2013, Stage 2-Fall 2015

-Since the franchise agreement that provides the current fiber network for the County and APS expires in July, 2013, the County is working with APS to build a new network called ConnectArlington. This will leverage ongoing investments in our new Intelligent Traffic Signal (ITS) network and the new Public Safety Radio Ring. When completed, the County and APS will share the maintenance costs of this new network.

*Funding Sources: Bonds, Cost Sharing with APS, Grants*

### ***Replace Computer-Aided Dispatch Equipment and Paging System***

-Expected Completion: October 2012

-The project will replace Computer-Aided-Dispatch equipment which is used in the Emergency Communications Center to route all communications to and from ECC Dispatchers as well as vital incident information to mobile data computers in all public safety vehicles.

*Funding Sources: ECC Bond*

### ***Replace Portable Radios (Public Safety only)***

-Expected Completion: July 2012

-The project will replace portable radios which are hand-held radios that allow for two-way communication with the Emergency Communications Center and all public safety agencies within the National Capital Region.

*Funding Sources: ECC Bond*

### ***Public Safety Ring***

-Expected Completion: December 2014

-The Public Safety Ring includes all of the fiber that has been, or will be, strategically laid throughout the County in order to provide diverse route fiber optic connectivity to key County locations plus many other County facilities. This is a three phase project; Phase 1 is complete and provides backbone fiber past the Ballston Place and Courthouse Plaza II radio sites. Phase 2 segments are preparing to begin construction, with target completion of June 30, 2013; at that time, all six radio sites will be connected. Phase 3 is still in design and is awaiting funding decisions, however once approved and funded, the full project and ring can be implemented by December 20, 2014.

*Funding Sources: ECC Bond*

### ***Replace the Public Safety Network***

-Expected Completion: June 2012

-The project will replace the Public Safety Network which is the physical infrastructure connecting the various public safety information technology together and to the County network. The network includes firewalls, routers, servers, switches and cabling. This is a joint effort between the vendor, Police Department IT staff and DTS Network staff.

*Funding Sources: ECC Bond*

### ***Replace Mobile Data Computers and Infrastructure***

-Expected Completion: December 2012

-The project will replace the mobile data computers which are essentially laptops that are used by public safety staff to communicate more efficiently with the Emergency Communications Center and other public safety officers in the County. These terminals or laptops permit data exchange via wireless technology to the Police, Fire and Sheriff's departments and are located in public safety vehicles. The use of these devices increases the efficiency of information sharing, investigations, records management and all forms of communications. The project also includes replacement of infrastructure needed to support the devices including hardware, software and installation costs.

*Funding Sources: PAYG*



***Replace the Police/Sheriff Records Management System***

-Expected Completion: March 2014

Replace the Records Management System (RMS) used by the Police and Sheriff's Departments. The system stores critical response, case and inmate data.

*Funding Sources: Master Lease*

***Replace Servers for Fire Records Management System***

-Expected Completion: June 2012

-The project will replace the servers used in the Fire Records Management System (FRMS). The application is used to electronically enter data into the National Fire Incident Reporting System (NFIRS) as required by the Federal Government. The system pulls data from the Computer-Aided-Dispatch system in the ECC in order to track incident and Fire company movements. The system also enables staff to submit incident and company reports electronically.

*Funding Sources: ECC Bond*

***Replace Police In-Car Camera System***

-Expected Completion: June 2013

The project will replace the in-car camera system which is used in Police vehicles to record activities inside and around the vehicles. The cameras provide evidence of all traffic stops and other calls for service. The system provides an added layer of protection and accountability for public safety officers and the public.

***Upgrade Courthouse Security System***

-Expected Completion: June 2012

The project will upgrade components of the Courthouse Security System. These include upgrading the system's Ethernet backbone as well as adding card readers to the telecomm closet doors to ensure access controls.

*Funding Sources: ECC Bond*

## Impact of Capital Projects on Future Operating Budgets

The FY 2013 – 2022 CIP recognizes that capital projects, particularly the opening of new capital facilities, have impact on future years' budgets. Each project page includes a section on anticipated operating cost impact as appropriate for the specific circumstances of the project. The following list summarizes the major operating cost impacts of projects included in the adopted CIP; it should be noted that this list is not intended to be comprehensive and that estimates are very preliminary.

### FY 2014

- **Arlington Mill Community Center** – New operating costs are projected to range from \$2.8 – \$3.3 million when this facility opens in late FY 2013 (impact in FY 2013 would be a pro rata amount depending on timing of opening).
- **Critical Systems Infrastructure** - There are several 24/7/365 mission critical facilities essential to the operations of Public Safety and First Responders and require centralized monitoring and maintenance of building systems (e.g. HVAC, power, building envelope, fire alarm). Operating costs, including additional staff support, is estimated to be \$0.58 million per year, beginning in FY 2014.
- **ConnectArlington** - The County's plan to build out its own fiber connections will have corresponding operating costs such as project management, maintenance and restoration of fiber cables and other are related fiber costs.
- **Metro Silver Line** – New operating costs related to the Silver Line expansion are expected to increase the County's WMATA operating subsidy by \$1.7 million in FY 2014 due to full revenue service not beginning until December 2013. Ongoing, full-year net operating subsidy related to the Silver Line is expected to be approximately \$0.8 million annually.
- **2020 14th Street North** – Upon acquisition of the 2020 14th Street North property, building maintenance costs currently estimated at \$0.6 million annually. This will be offset partially by lease revenue from existing tenants. Once the comprehensive homeless services center is constructed, expected in FY 2014, ongoing programmatic costs are projected to be \$0.5 million or more based on the level of additional programming and will be developed in more detail in the coming months.

## FY 2015

- **Long Bridge (Phase II) Aquatics Facility** – Net new operating costs are projected to be in the range of \$1.1 - \$1.4 million annually. This includes 4.0 FTEs in FY 2015 and the balance of FTEs coming online in FY 2016. This estimate assumes significant user fee revenue ranging from \$2.5 – \$2.7 million annually.
- **Technology** – Operating costs for the real estate tax assessment, ERP modules and asset management systems will impact the 2015 budget. As technology becomes more prevalent in day to day County operations, the associated infrastructure and support costs may also increase.
- **DHS Consolidation** – With the anticipation of consolidating DHS programs, there will be an estimated \$2.3 million per year in lease rental beginning in FY 2015.

## FY 2016 and beyond

- **Stormwater** – The County's new stormwater permit is projected to be issued in calendar year 2013. Staff anticipates that additional staffing will be needed beginning around FY 2017 to accommodate the capital requirements, however, this is a conservative projection and operating impacts will need to be re-evaluated once the MS4 permit is issued.
- **Columbia Pike & Route 1 Corridor Streetcars** – The Columbia Pike project is estimated to be completed in FY 2017, resulting in projected new operating costs (net of farebox revenues) of approximately \$3.6 million annually beginning in FY 2018. Planning level operating costs for the Route 1 Corridor streetcar are projected to be between \$3.0 – \$5.0 million annually starting in FY 2019, but will be revised as the project moves past the concept stage.
- **Other Parks Projects** – New operating costs for Tyrol Hills Park operating costs are estimated at \$0.06 million, starting in FY 2016. Penrose Square phase II operating costs are projected at \$0.1 million, starting in FY2020.
- **Lubber Run Community Center** – The new facility is expected to be completed in FY 2021 with a net square foot increase of 18,500sf. Starting in FY 2021, an annual estimated net increase cost of \$0.1 million can be assumed for operations of the facility. Additional programming costs will need to be determined.
- **Trade Center Parking Deck & Storage Facility** – Beginning in FY 2016, operating costs are expected to start at \$0.2 million to accommodate the new Parking Deck at the Trades Center. Beginning in FY 2018, the costs escalate to almost \$0.8 million per year to include operation of a County-wide Storage Facility.
- **Fire Station #10** – The new Fire Station #10 will be part of a phased, mixed-use development. The new facility is expected to be larger than the current facility with a net increase of 12,000 sf. It is estimated that beginning in FY 2018, and additional \$0.07 million will be needed to operate the facility.

Impact of Capital Projects on Future Operating Budgets  
(\$ in 000s)

	Projects	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
1	Arlington Mill Community Center	-	3,300	3,300	3,300	3,300	3,300	3,300	3,300	3,300	3,300
2	Long Bridge Phase 1 and Fire Station 3	400	400	400	400	400	400	400	400	400	400
3	Technology	-	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
4	ConnectArlington	317	478	500	596	609	621	634	652	670	716
5	Metro Silver Line	-	1,700	800	800	800	800	800	800	800	800
6	Critical Systems Infrastructure		580	580	580	580	580	580	580	580	580
7	Long Bridge Aquatics Facility (net of revenue)	-	-	340	1,250	1,250	1,250	1,250	1,250	1,250	1,250
8	Other Parks				55	55	55	55	155	155	155
9	Office Building and Year Round Homeless Center		376	631	631	631	631	631	631	631	631
10	Lubber Run Community Center									111	111
11	Trade Center Parking Deck & Storage Facility				165	165	795	795	795	795	795
12	DHS Consolidation			2,343	2,343	2,343	2,343	2,343	2,343	2,343	2,343
13	Fire Station #10						72	72	72	72	72
14	Stormwater Management	-	-	-	-	440	440	440	660	660	660
15	Columbia Pike & Crystal City Streetcars	-	0	-	-	-	3,600	5,600	7,600	7,600	7,600
	<b>TOTAL</b>	717	6,834	8,894	10,120	10,573	14,887	16,900	19,238	19,367	19,413

Notes:

The operating costs for the Stormwater Management Fund are captured within the Stormwater Management Fund and are not reflected in the operating General Fund.

Annual operating costs for the Columbia Pike streetcar are \$3.6 million annually. Planning level operating costs for the Crystal City streetcar are between \$3 million and \$5 million annually, but will be revised after the project moves past the concept stage.

## Arlington, Virginia

# Adopted CIP Program Summary

The FY 2013 - 2022 CIP includes typical capital projects such as maintenance capital, parks, transportation, metro, community conservation, government facilities, information technology and regionals . In addition, this CIP continues to address projects introduced in the previous CIP such as Crystal City and Columbia Pike streetcars, ConnectArlington (previously fiber optic communications network) and Ballston Garage. Unlike past CIPs, this is a 10 year CIP and includes funding that has been previously approved in prior CIPs to show the full expenditure by fiscal year of each capital project.

### 10 Year Capital Program Costs Summary (000s)

<u>Program Category</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>	<u>FY 22</u>	10 Year <u>Total</u>
Local Parks & Recreation	61,739	28,260	21,081	11,220	23,711	13,395	23,243	10,892	33,841	30,155	257,537
Transportation Initiatives <sup>1</sup>	164,662	64,012	61,889	81,274	60,875	33,671	41,009	39,135	32,576	57,184	636,287
Crystal City (Route 1) Streetcar <sup>2</sup>	2,000	5,990	19,080	37,265	37,265	30,975	13,230	-	-	-	145,805
Columbia Pike Streetcar <sup>8</sup>	9,546	25,769	55,057	56,853	51,774	-	-	-	-	-	198,999
Metro	20,900	18,600	26,600	20,400	16,400	14,500	15,000	15,750	16,500	16,500	181,150
Community Conserv/Economic Develop	14,550	15,135	30,895	26,647	9,605	6,138	12,467	6,676	6,696	6,717	135,526
Public / Government Facilities	60,188	23,696	20,545	19,243	50,276	15,584	53,464	28,249	43,777	19,990	335,012
Ballston Garage <sup>4</sup>	5,300	4,980	2,519	781	770	3,370	130	830	460	650	19,790
Information Technology & Public Safety <sup>3</sup>	20,922	20,946	20,565	9,737	8,177	14,555	14,699	19,682	11,244	19,487	160,014
Regional Partnerships	1,135	1,192	1,262	1,332	1,405	1,313	1,340	1,367	1,395	1,424	13,165
Capital Contingent	3,214	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	21,214
<b>Subtotal County Capital</b>	<b>364,156</b>	<b>210,580</b>	<b>261,493</b>	<b>266,752</b>	<b>262,258</b>	<b>135,501</b>	<b>176,582</b>	<b>124,581</b>	<b>148,489</b>	<b>154,107</b>	<b>2,104,499</b>
Water & Sewer Infrastructure <sup>5</sup>	76,016	24,893	28,794	23,560	24,189	24,775	24,393	23,866	24,332	26,759	301,577
Stormwater Management <sup>6</sup>	2,859	7,280	4,030	4,420	4,450	4,450	4,550	3,550	3,850	3,850	43,289
<b>Total County Capital</b>	<b>443,031</b>	<b>242,753</b>	<b>294,317</b>	<b>294,732</b>	<b>290,897</b>	<b>164,726</b>	<b>205,525</b>	<b>151,997</b>	<b>176,671</b>	<b>184,716</b>	<b>2,449,365</b>
Schools Capital	62,879	55,567	53,453	39,001	75,073	40,151	61,374	41,583	57,756	51,956	538,793
<b>Total Capital Improvement Plan</b>	<b>505,910</b>	<b>298,320</b>	<b>347,770</b>	<b>333,733</b>	<b>365,970</b>	<b>204,877</b>	<b>266,899</b>	<b>193,580</b>	<b>234,427</b>	<b>236,672</b>	<b>2,988,158</b>

# Arlington, Virginia

## Adopted CIP Program Summary

### 10 Year Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>	<u>FY 22</u>	10 Year <u>Total</u>
<b>New Funding</b>											
Pay-As-You-Go (PAYG)	19,005	29,513	35,076	24,434	29,105	30,448	33,115	31,823	26,436	31,534	290,489
Master Lease Funding	11,032	12,425	8,636	5,710	4,949	10,833	8,758	11,341	8,380	15,883	97,947
GO Bond Referenda	110,806		133,677		132,699		154,588		159,148		690,918
State/Federal Funding	9,872	21,357	39,847	41,991	41,351	21,403	19,704	11,144	8,905	15,773	231,347
Developer Contributions and Partnerships	22,000	4,160	21,800	24,943	4,796	-	200	-	-	-	77,899
Ballston Garage Parking Revenues <sup>4</sup>	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790
Sanitary District Tax <sup>6</sup>	2,619	3,480	3,900	4,420	4,450	4,450	4,550	3,550	3,850	3,850	39,119
Transportation Capital Fund <sup>1,8</sup>	21,981	20,287	23,406	20,092	22,732	11,871	10,835	11,697	6,635	10,024	159,560
Tax Increment Financing <sup>2,8</sup>	4,747	5,850	2,500	7,931	4,170	7,759	4,470	2,200	2,150	4,550	46,327
Transportation Revenue Bonds	-	21,000	49,430	76,500	38,500	-	-	-	-	-	185,430
Utility Fund Transfer & Other Sources <sup>5</sup>	18,069	22,833	22,182	23,560	24,189	24,775	24,393	23,866	24,332	26,759	234,958
Schools Fund Transfer	8,199	5,607	5,643	5,801	6,073	6,151	6,374	6,583	6,756	6,956	64,143
Schools General Obligation Bonds	42,620		81,010		103,000		90,000		96,000		412,630
<b>Subtotal New Funding</b>	<b>273,150</b>	<b>149,592</b>	<b>429,626</b>	<b>236,163</b>	<b>416,784</b>	<b>121,060</b>	<b>357,117</b>	<b>103,034</b>	<b>343,052</b>	<b>115,979</b>	<b>2,545,557</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	104,540	8,542	9,212	3,875	-	-	-	-	-	-	126,169
Issued but Unspent Bonds	38,365	1,109	150	-	-	-	-	-	-	-	39,624
Other Previously Approved Funds <sup>7</sup>	209,406	43,863	5,619	1,552	4,200	-	200	-	-	11,968	276,808
<b>Subtotal Previously Approved Funding</b>	<b>352,311</b>	<b>53,514</b>	<b>14,981</b>	<b>5,427</b>	<b>4,200</b>	<b>-</b>	<b>200</b>	<b>-</b>	<b>-</b>	<b>11,968</b>	<b>442,601</b>
<b>Total Funding</b>	<b>625,461</b>	<b>203,106</b>	<b>444,607</b>	<b>241,590</b>	<b>420,984</b>	<b>121,060</b>	<b>357,317</b>	<b>103,034</b>	<b>343,052</b>	<b>127,947</b>	<b>2,988,158</b>

(1) Transportation Capital Fund is supported by a commercial real estate tax of \$0.125 per \$100 of assessed value, yielding projected revenues for transportation projects. Beginning in 2014, the plan assumes revenue bonds, supported by the tax, will be issued. The Transportation Capital Fund is supplemented by County PAYG as well as state and federal revenues.

(2) Crystal City Public Infrastructure is funded from tax increment financing on properties in the Crystal City, Potomac Yard, and Pentagon City areas of the County. The tax increment is currently set at 33 percent.

(3) ConnectArlington is included in the Information Technology & Public Safety category. Funding sources for this project includes federal grants, existing IDA bond balances, as well as Schools' local funds for their respective allocation of the project costs.

(4) Ballston Garage funding includes parking revenues, interest revenue and reserves.

(5) Utilities fund other sources: Developer contributions and Inter Jurisdictional payments, interest revenue and existing bonds and fund balances.

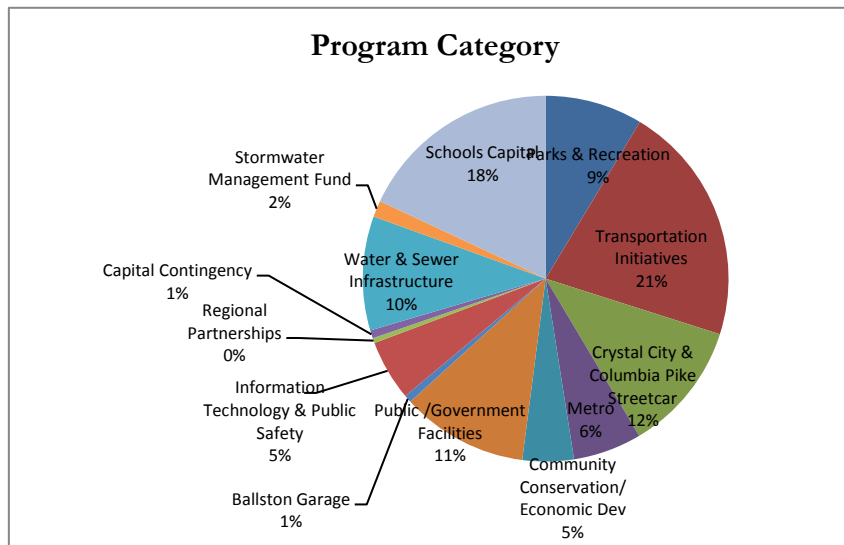
(6) Stormwater Management Fund is funded from the Sanitary District Tax, Watershed Management Fund, State Grants and project cost sharing with US Army Corps of Engineers. The sanitary district tax was increased from \$0.01 to \$0.013 per \$100 of assessed value by the County Board on April 24, 2010.

(7) Other previously approved funds: Any funds other than GO Bonds that were approved as part of prior CIPs that are to be spent during this FY13-FY22 CIP.

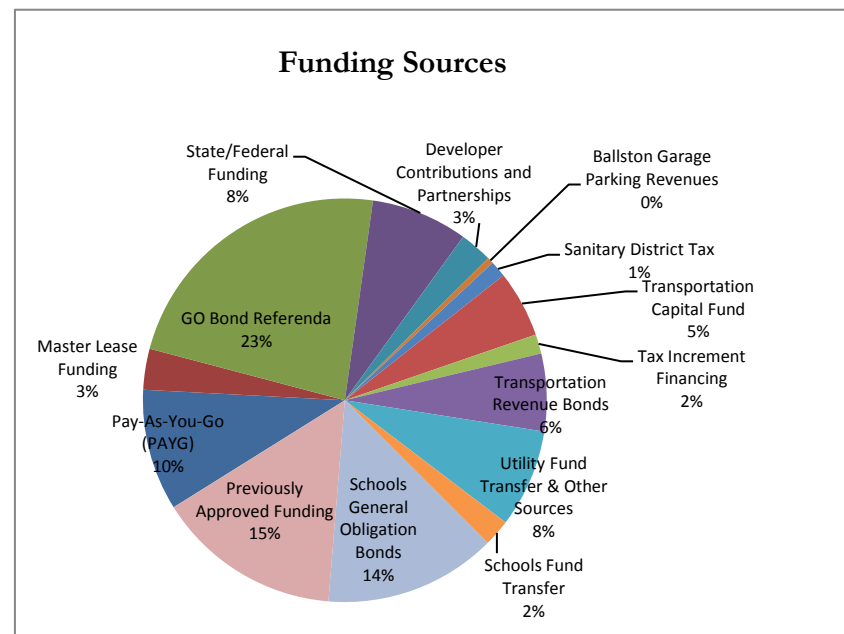
(8) The Columbia Pike streetcar is funded by the Transportation Capital Fund, revenue bonds, and state and federal funding. The Route 1 Corridor streetcar is funded by the Crystal City/Potomac Yard/Pentagon City Tax Increment Financing area fund, GO bonds, revenue bonds, and state funding.

# CIP Program and Funding Allocation (\$ in 000s)

<u>Program Category</u>	<u>FYs 13-22</u>
Parks & Recreation	257,537
Transportation Initiatives	636,287
Crystal City / Columbia Pike Streetcar	344,804
Metro	181,150
Community Conservation/Economic Dev	135,526
Public /Government Facilities	335,012
Ballston Garage	19,790
Information Technology & Public Safety	160,014
Regional Partnerships	13,165
Capital Contingency	21,214
<b>Total County's Program Cost</b>	<b>2,104,499</b>
Water & Sewer Infrastructure	301,577
Stormwater Management Fund	43,289
Schools Capital	538,793
<b>Total CIP Program Cost</b>	<b>2,988,158</b>



<u>Capital Funding Sources</u>	<u>FYs 13-22</u>
<b>New Funding</b>	
Pay-As-You-Go (PAYG)	290,489
Master Lease Funding	97,947
GO Bond Referenda	690,918
State/Federal Funding	231,347
Developer Contributions and Partnerships	77,899
Ballston Garage Parking Revenues	14,790
Sanitary District Tax	39,119
Transportation Capital Fund	159,560
Tax Increment Financing	46,327
Transportation Revenue Bonds	185,430
Utility Fund Transfer & Other Sources	234,958
Schools Fund Transfer	64,143
Schools General Obligation Bonds	412,630
<b>Subtotal New Funding</b>	<b>2,545,557</b>
<b>Previously Approved Funding</b>	
Authorized but Unissued Bonds	126,169
Issued but Unspent Bonds	39,624
Other Previously Approved Funds	276,808
<b>Subtotal Previously Approved Funding</b>	<b>442,601</b>
<b>Total Funding</b>	<b>2,988,158</b>



# Arlington, Virginia

## FY 2013 - FY 2022 CIP Debt Summary

(000s)

page  
reference

<b>GO &amp; Other BOND Funding</b>	Adopted 2012 Referenda	Proposed 2014 Referenda	Proposed 2016 Referenda	Proposed 2018 Referenda	Proposed 2020 Referenda	Total FY 13-22	
<b>LOCAL PARKS &amp; RECREATION</b>							
C25	Long Bridge (Aquatics, Fitness Center and Design of Final Outdoor Phase)	42,500	0	0	0	3,914	46,414
C11	Parks Maintenance Capital	6,868	12,405	13,160	10,000	10,000	52,433
C19	Land Acquisition & Open Space	1,000	3,000	4,441	3,000	3,000	14,441
C28	Tyrol Hill Park	185	1,591	0	0	0	1,776
C32	Four Mile Run Near-Stream Improvements	0	219	2,122	1,126	11,941	15,408
C30	Jennie Dean Park	0	5,835	6,190	6,567	6,968	25,560
C21	Synthetic Turf Fields	0	2,185	0	0	0	2,185
C34	Crystal City Parks and Open Space	0	289	2,983	316	3,357	6,945
C36	Four Urban Parks in Ballston-Virginia Square	0	0	563	2,985	3,167	6,715
C38	Mosaic Park	0	0	0	328	3,294	3,622
C40	Glebe and Randolph Park	0	0	0	299	3,167	3,466
C42	Ballston Pond	0	0	0	0	988	988
	<b>Sub-total</b>	<b>50,553</b>	<b>25,524</b>	<b>29,459</b>	<b>24,621</b>	<b>49,796</b>	<b>179,953</b>
<b>TRANSPORTATION</b>							
E92	Paving	13,195	13,999	14,851	15,756	16,715	74,516
E55	Long Bridge Interchange	2,500	5,835	0	0	0	8,335
E19	ART (Heavy Maintenance Facility)	0	3,183	0	0	0	3,183
E83,E53, E90	WALKArlington, BikeArlington & Neighborhood Traffic Calming	1,321	1,383	1,469	1,558	1,652	7,383
E44	Route 1 Streetcar	0	0	20,000	0	0	20,000
E88	Bridge Renovation	300	2,228	1,238	5,015	253	9,034
E70,E76	Match for State & Federal Projects and other	30	1,166	1,200	597	633	3,626
	<b>Sub-total</b>	<b>17,346</b>	<b>27,794</b>	<b>38,758</b>	<b>22,926</b>	<b>19,253</b>	<b>126,077</b>
<b>METRO</b>							
E1	Metro	<b>14,600</b>	<b>39,000</b>	<b>22,900</b>	<b>22,750</b>	<b>25,000</b>	<b>124,250</b>
<b>COMMUNITY CONSERVATION</b>							
C46	Neighborhood Conservation	11,000	11,000	11,000	12,000	12,000	57,000
C48	Penrose Square	0	0	298	2,346	0	2,644
C51,53	Nauck Town Square & Infrastructure	0	0	1,688	3,164	0	4,852
	<b>Sub-total</b>	<b>11,000</b>	<b>11,000</b>	<b>12,986</b>	<b>17,510</b>	<b>12,000</b>	<b>64,496</b>



# Arlington, Virginia

## FY 2013 - FY 2022 CIP Debt Summary

(000s)

page reference	<b>GO &amp; Other BOND Funding</b>	Adopted 2012 Referenda	Proposed 2014 Referenda	Proposed 2016 Referenda	Proposed 2018 Referenda	Proposed 2020 Referenda	Total FY 13-22					
	<b>PUBLIC / GOVERNMENT FACILITIES</b>											
C69	Facilities Maintenance Capital	3,625	7,000	6,000	7,000	7,000	30,625					
C110	North Side Salt Facility	206	2,185	0	0	0	2,391					
C78	Lubber Run Community Center	0	0	1,414	25,710	0	27,124					
C121	Non Parks Land Acquisition	0	2,000	3,000	3,000	3,000	11,000					
C104	Alternate Emergency Communication Center	0	500	3,000	0	0	3,500					
C76	Fire Stations	0	0	1,400	8,610	17,220	27,230					
C74	Courthouse Square	0	0	0	15,873	24,597	40,470					
C82,102	Trade Center Parking Deck & Storage Building	0	4,679	15,914	0	0	20,593					
C80	Courts/Police Building Interior Renovation	0	0	5,039	6,588	0	11,627					
C117	Court Square West Building Removal	0	0	1,770	0	0	1,770					
C96	Police and Sheriff Pistol Firing Range	0	0	2,500	0	0	2,500					
C112	Columbia Pike Library Replacement	0	0	0	0	1,284	1,284					
	<b>Sub-total</b>	<b>3,831</b>	<b>16,364</b>	<b>40,037</b>	<b>66,781</b>	<b>53,101</b>	<b>180,114</b>					
	<b>INFORMATION TECHNOLOGY / PUBLIC SAFETY</b>											
D21,E67	ConnectArlington and Intelligent Transportation System	13,475	4,025	0	0	0	17,500					
	<b>SUBTOTAL GO Bond Referenda</b>	<b>110,805</b>	<b>123,707</b>	<b>144,140</b>	<b>154,588</b>	<b>159,150</b>	<b>692,390</b>					
C71	2020 Building Acquisition and Conversion	26,425	3,725	0	0	0	30,150					
C26	Long Bridge - Developer Contribution	20,000	0	0	0	0	20,000					
	<b>SUBTOTAL Other Bond Funding</b>	<b>46,425</b>	<b>3,725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,150</b>					
	<b>Total BOND FUNDING*</b>	<b>157,230</b>	<b>127,432</b>	<b>144,140</b>	<b>154,588</b>	<b>159,150</b>	<b>742,540</b>					
	* Excludes Revenue Bonds for Transportation Investment Fund											
	<b>Master Lease Funding</b>	Adopted FY 2013	Proposed FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018	Proposed FY 2019	Proposed FY 2020	Proposed FY 2021	Proposed FY 2022	Total FY 13-22
D13	Fire Defibrillators & Breathing Apparatus	-	-	-	-	-	2,312	2,929	-	-	-	5,241
D3	Enterprise IT Refreshment	3,325	5,488	3,719	3,065	2,000	4,536	5,218	4,532	5,238	4,431	41,552
D12	Public Safety IT Refreshment	4,524	4,218	4,565	2,645	2,949	1,306	611	5,055	1,733	8,635	36,241
D13	Auto Fund - Fire Vehicle Apparatus	2,862	2,460	-	-	-	2,679	-	1,754	1,409	2,817	13,981
	<b>Total Master Lease Funding</b>	<b>10,711</b>	<b>12,166</b>	<b>8,284</b>	<b>5,710</b>	<b>4,949</b>	<b>10,833</b>	<b>8,758</b>	<b>11,341</b>	<b>8,380</b>	<b>15,883</b>	<b>97,015</b>
	<b>Total Debt Funding (excludes Schools)</b>	<b>180,107</b>	<b>141,426</b>	<b>159,922</b>	<b>174,687</b>	<b>183,413</b>	<b>839,555</b>					

# Arlington, Virginia

## FY 2013 - FY 2022 CIP PAYG Summary

(000s)

page reference	PAYG Funding	Adopted	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Total
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY13-22
<b>MAINTENANCE CAPITAL</b>												
E3	Transportation (pg E18, 24, 64, 82, 87, 93)	2,087	2,613	5,936	6,281	6,493	6,712	6,940	6,986	7,017	7,385	58,449
C69	Public Facilities	3,204	5,828	6,470	3,657	4,000	4,034	3,500	3,500	3,500	3,500	41,193
C11	Parks and Recreation	3,722	2,253	2,253	2,253	2,253	2,253	2,253	2,253	2,253	2,253	23,995
D3	Enterprise Information Technology	90	1,123	1,283	962	991	876	1,284	835	861	854	9,157
D12	Public Safety IT and Equipment	-	340	-	1,564	493	-	418	4,371	293	337	7,816
C106	Americans with Disabilities Act	-	740	829	-	-	-	-	-	-	-	1,569
C125	Energy Efficiency	230	412	424	437	450	464	478	492	507	522	4,416
	<i>Sub-Total</i>	<i>9,333</i>	<i>13,308</i>	<i>17,195</i>	<i>15,153</i>	<i>14,680</i>	<i>14,338</i>	<i>14,872</i>	<i>18,436</i>	<i>14,429</i>	<i>14,850</i>	<i>146,593</i>
<b>REGIONAL PROGRAMS</b>												
C7	Northern Va Community College	312	370	429	490	553	561	570	578	587	596	5,046
C7	Northern Va Regional Park Authority	527	533	550	566	583	601	619	638	657	677	5,951
C8	Peumansend Creek Regional Jail Authority	146	138	132	125	118	-	-	-	-	-	659
C7	Northern Va Criminal Justice Academy	151	151	151	151	151	151	151	151	151	151	1,510
	<i>Sub-Total</i>	<i>1,136</i>	<i>1,192</i>	<i>1,262</i>	<i>1,332</i>	<i>1,405</i>	<i>1,313</i>	<i>1,340</i>	<i>1,367</i>	<i>1,395</i>	<i>1,424</i>	<i>13,166</i>
<b>OTHER CAPITAL PROJECTS</b>												
C46	Neighborhood Conservation	500	515	530	546	563	580	597	615	633	652	5,732
E90	Neighborhood Traffic Calming	100	103	106	109	113	116	119	123	127	130	1,146
E79	Streetlight Energy Efficiency	500	515	530	546	563	580	597	615	633	652	5,732
C17	Park Enhancement Grants	100	103	106	109	113	116	119	123	127	130	1,146
C55	Wayfinding, Theaters, Conference Facility and Public Art	50	1,288	465	601	56	58	60	61	63	65	2,768
C21	Synthetic Fields	1,185	691	1,286	130	1,256	1,857	2,506	2,270	2,651	4,097	17,929
E54,58,70	Bicycle and Pedestrian Safety Projects	1,151	1,186	1,221	1,258	1,295	1,334	1,374	1,416	1,458	1,502	13,194
E71	Parking Meters	200	942	1,061	481	-	-	-	-	-	-	2,684
D8, 9	Real Estate Assessment & Oracle System	1,000	1,780	3,773	573	788	1,750	2,984	2,091	633	1,305	16,677
D7	Information and Data Management	-	2,163	1,378	929	957	1,102	1,254	1,045	1,077	1,108	11,013
D10	Asset/Customer Service Management	-	-	2,000	-	-	-	-	-	-	-	2,000
C108	Facilities Master Planning	-	458	500	250	500	250	250	250	250	250	2,958
C80	Courts/Police Interior Renovation	-	-	-	-	4,269	4,307	4,423	-	-	-	13,000
C114	Critical Systems Infrastructure	-	-	21	76	-	29	56	-	-	70	252
C92	DHS Consolidation	-	2,640	-	-	-	-	-	-	-	-	2,640
C100	Facility Finishes and Furnishings	667	309	318	328	338	347	358	1,291	380	978	5,315
C76, 94	Fire Stations & FFE	-	-	554	142	338	-	334	-	709	-	2,079
C8	Capital Contingency	3,214	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	21,214
	<i>Sub-Total</i>	<i>8,667</i>	<i>14,693</i>	<i>15,851</i>	<i>8,079</i>	<i>13,148</i>	<i>14,427</i>	<i>17,033</i>	<i>11,900</i>	<i>10,742</i>	<i>12,940</i>	<i>127,480</i>
	<b>Total PAYG Funding</b>	<b>19,136</b>	<b>29,193</b>	<b>34,308</b>	<b>24,564</b>	<b>29,234</b>	<b>30,078</b>	<b>33,245</b>	<b>31,703</b>	<b>26,566</b>	<b>29,214</b>	<b>287,239</b>

## General Obligation Bonds Referenda

### Adopted FY 2011 - FY 2016 to Adopted FY 2013 - FY 2022

**Adopted FY 2011 - FY 2016**

(\$ in 000s)

**Adopted FY 2013 - FY 2022**

PROGRAM CATEGORY	2010	2012	2014	TOTAL	2012	2014	2016	2018	2020	TOTAL
	Bond	Bond	Bond		Bond	Bond	Bond	Bond	Bond	
<b>LOCAL PARKS &amp; RECREATION</b>										
Parks Maintenance Capital	1,000	4,000	4,875	9,875	6,868	12,405	13,160	10,000	10,000	52,433
Rocky Run; Herndon & 13th Park	2,975	-	-	2,975	-	-	-	-	-	-
Land Acquisition & Open Space	2,000	3,000	5,000	10,000	1,000	3,000	4,441	3,000	3,000	14,441
Long Bridge Park	-	31,827	2,575	34,402	42,500	-	-	-	3,914	46,414
Tyrol Hill Park	-	1,575	-	1,575	185	1,591	-	-	-	1,776
Synthetic Turf Field	-	-	-	-	-	2,185	-	-	-	2,185
Four Mile Run Near-Stream Improvements	-	-	-	-	-	219	2,122	1,126	11,941	15,408
Jennie Dean Park	-	-	-	-	-	5,835	6,190	6,567	6,968	25,560
Crystal City Parks and Open Space	-	-	-	-	-	289	2,983	316	3,357	6,945
Four Urban Parks in Ballston-Virginia Square	-	-	-	-	-	-	563	2,985	3,167	6,715
Mosaic Park	-	-	-	-	-	-	-	328	3,294	3,622
Glebe and Randolph Park	-	-	-	-	-	-	-	299	3,167	3,466
Ballston Pond	-	-	-	-	-	-	-	-	988	988
<b>Total Project Cost</b>	<b>5,975</b>	<b>40,402</b>	<b>12,450</b>	<b>58,827</b>	<b>50,553</b>	<b>25,524</b>	<b>29,459</b>	<b>24,621</b>	<b>49,796</b>	<b>179,953</b>
<b>TRANSPORTATION INITIATIVES</b>										
Paving	10,300	11,200	11,200	32,700	13,195	13,999	14,851	15,756	16,715	74,516
Long Bridge Interchange	-	8,000	-	8,000	2,500	5,835	-	-	-	8,335
WALKArlington, BikeArlington, Neighborhood Traffic Calming	1,300	1,300	1,300	3,900	1,321	1,383	1,469	1,558	1,652	7,383
Bridge Renovation	-	200	2,000	2,200	300	2,228	1,238	5,015	253	9,034
Match for State & Federal Projects & Other	2,500	2,500	2,500	7,500	30	1,166	1,200	597	633	3,626
Crystal City (Route 1) Public Infrastructure	-	-	20,250	20,250	-	-	20,000	-	-	20,000
ART (Heavy Maintenance Facility)	-	-	-	-	-	3,183	-	-	-	3,183
<b>Total Project Cost</b>	<b>14,100</b>	<b>23,200</b>	<b>37,250</b>	<b>74,550</b>	<b>17,346</b>	<b>27,794</b>	<b>38,758</b>	<b>22,926</b>	<b>19,253</b>	<b>126,077</b>

## General Obligation Bonds Referenda

### Adopted FY 2011 - FY 2016 to Adopted FY 2013 - FY 2022

**Adopted FY 2011 - FY 2016**

(\$ in 000s)

**Adopted FY 2013 - FY 2022**

	2011	2012	2013	2014	2015	2016	2013	2014	2015	2016	2017	2018
<b>METRO</b>	20,000	20,000	20,000		60,000		14,600	39,000	22,900	22,750	25,000	124,250
<b>Total Project Cost</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>		<b>60,000</b>		<b>14,600</b>	<b>39,000</b>	<b>22,900</b>	<b>22,750</b>	<b>25,000</b>	<b>124,250</b>
<b>COMMUNITY CONSERVATION</b>												
ConnectArlington and Intelligent Transportation System	-	5,825	1,175	7,000			13,475	4,025	-	-	-	17,500
Neighborhood Conservation	9,000	9,000	9,000	27,000			11,000	11,000	11,000	12,000	12,000	57,000
Penrose Square	-	3,350	-	3,350			-	-	298	2,346	-	2,644
Nauck Town Square & Infrastructure	-	-	4,150	4,150			-	-	1,688	3,164	-	4,852
<b>Total Project Cost</b>	<b>9,000</b>	<b>12,350</b>	<b>13,150</b>	<b>34,500</b>			<b>24,475</b>	<b>15,025</b>	<b>12,986</b>	<b>17,510</b>	<b>12,000</b>	<b>81,996</b>
<b>PUBLIC / GOVERNMENT FACILITIES</b>												
Facilities Maintenance Capital	2,675	4,150	13,411	20,236			3,625	7,000	6,000	7,000	7,000	30,625
Lubber Run Community Center	-	-	18,000	18,000			-	-	1,414	25,710	-	27,124
Facilities Infrastructure & Non Parks Land Acquisition	6,390	6,000	8,472	20,862			-	2,000	3,000	3,000	3,000	11,000
Courthouse Square	-	2,000	2,500	4,500			-	-	-	15,873	24,597	40,470
North Side Salt Facility	-	-	-	-			206	2,185	-	-	-	2,391
Alternate Emergency Communication Center	-	-	-	-			-	500	3,000	-	-	3,500
Fire Stations							-	-	1,400	8,610	17,220	27,230
Trade Center Parking Deck & Storage Building							-	4,679	15,914	-	-	20,593
Courts/Police Building Interior Renovation							-	-	5,039	6,588	-	11,627
Court Square West Building Removal							-	-	1,770	-	-	1,770
Police and Sheriff Pistol Firing Range							-	-	2,500	-	-	2,500
Columbia Pike Library Replacement							-	-	-	-	1,284	1,284
<b>Total Project Cost</b>	<b>9,065</b>	<b>12,150</b>	<b>42,383</b>	<b>63,598</b>			<b>3,831</b>	<b>16,364</b>	<b>40,037</b>	<b>66,781</b>	<b>53,101</b>	<b>180,114</b>
<b>TOTAL COUNTY CAPITAL</b>	<b>58,140</b>	<b>108,102</b>	<b>125,233</b>	<b>291,475</b>			<b>110,805</b>	<b>123,707</b>	<b>144,140</b>	<b>154,588</b>	<b>159,150</b>	<b>692,390</b>

**ARLINGTON, VIRGINIA**  
**FY 2013 - FY 2022 CIP PROGRAM DETAIL**  
(\$ in 000s)

<b>REGIONALS AND OTHER</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PAYG	4,349	3,192	3,262	3,332	3,405	3,313	3,340	3,367	3,395	3,424	<b>34,379</b>
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Subtotal New Funding</b>	<b>4,349</b>	<b>3,192</b>	<b>3,262</b>	<b>3,332</b>	<b>3,405</b>	<b>3,313</b>	<b>3,340</b>	<b>3,367</b>	<b>3,395</b>	<b>3,424</b>	<b>34,379</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>4,349</b>	<b>3,192</b>	<b>3,262</b>	<b>3,332</b>	<b>3,405</b>	<b>3,313</b>	<b>3,340</b>	<b>3,367</b>	<b>3,395</b>	<b>3,424</b>	<b>34,379</b>
<b>LOCAL PARKS AND RECREATION PROGRAMS</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Developer Contributions	20,000	0	0	0	0	0	0	0	0	0	<b>20,000</b>
Other Funding	0	450	900	0	0	500	0	250	0	2,450	<b>4,550</b>
PAYG	4,877	2,917	3,515	2,362	3,492	4,096	4,748	4,516	4,901	6,350	<b>41,774</b>
New Bond Referenda	25,660	24,893	16,666	8,858	19,219	8,799	18,495	6,126	28,940	20,855	<b>178,511</b>
<b>Subtotal New Funding</b>	<b>50,537</b>	<b>28,260</b>	<b>21,081</b>	<b>11,220</b>	<b>22,711</b>	<b>13,395</b>	<b>23,243</b>	<b>10,892</b>	<b>33,841</b>	<b>29,655</b>	<b>244,835</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	8,000	0	0	0	0	0	0	0	0	0	<b>8,000</b>
Issued but Unspent Bonds	1,762	0	0	0	0	0	0	0	0	0	<b>1,762</b>
Other Previously Approved Funds	1,440	0	0	0	1,000	0	0	0	0	500	<b>2,940</b>
<b>Subtotal Previously Approved Funding</b>	<b>11,202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>12,702</b>
<b>Total Funding Sources</b>	<b>61,739</b>	<b>28,260</b>	<b>21,081</b>	<b>11,220</b>	<b>23,711</b>	<b>13,395</b>	<b>23,243</b>	<b>10,892</b>	<b>33,841</b>	<b>30,155</b>	<b>257,537</b>

**ARLINGTON, VIRGINIA**  
**FY 2013 - FY 2022 CIP PROGRAM DETAIL**  
(\$ in 000s)

<b>COMMUNITY CONSERVATION</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Developer Contributions	0	0	0	0	1,500	0	0	0	0	0	<b>1,500</b>
Other Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PAYG	500	515	530	546	563	580	597	615	633	652	<b>5,731</b>
New Bond Referenda	5,500	5,500	5,500	5,500	7,486	5,500	11,510	6,000	6,000	6,000	<b>64,496</b>
<b>Subtotal New Funding</b>	<b>6,000</b>	<b>6,015</b>	<b>6,030</b>	<b>6,046</b>	<b>9,549</b>	<b>6,080</b>	<b>12,107</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>71,727</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	1,400	5,000	2,600	0	0	0	0	0	0	0	<b>9,000</b>
Issued but Unspent Bonds	7,100	932	0	0	0	0	0	0	0	0	<b>8,032</b>
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Subtotal Previously Approved Funding</b>	<b>8,500</b>	<b>5,932</b>	<b>2,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,032</b>
<b>Total Funding Sources</b>	<b>14,500</b>	<b>11,947</b>	<b>8,630</b>	<b>6,046</b>	<b>9,549</b>	<b>6,080</b>	<b>12,107</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>88,759</b>
<b>PUBLIC / GOVERNMENT FACILITIES</b>											
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Developer Contributions	2,000	2,260	0	4,943	3,296	0	0	0	0	0	<b>12,499</b>
Other Funding	2,200	3,080	2,519	781	770	3,370	130	830	460	650	<b>14,790</b>
PAYG	4,101	10,387	9,116	4,890	9,895	9,432	9,399	5,533	5,346	5,320	<b>73,419</b>
New Bond Referenda	1,038	2,793	10,679	5,685	33,885	6,152	44,065	22,716	38,431	14,670	<b>180,114</b>
<b>Subtotal New Funding</b>	<b>9,339</b>	<b>18,520</b>	<b>22,314</b>	<b>16,299</b>	<b>47,846</b>	<b>18,954</b>	<b>53,594</b>	<b>29,079</b>	<b>44,237</b>	<b>20,640</b>	<b>280,822</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	30,838	1,257	0	3,725	0	0	0	0	0	0	<b>35,820</b>
Issued but Unspent Bonds	12,900	0	0	0	0	0	0	0	0	0	<b>12,900</b>
Other Previously Approved Funds	12,411	8,899	750	0	3,200	0	0	0	0	0	<b>25,260</b>
<b>Subtotal Previously Approved Funding</b>	<b>56,149</b>	<b>10,156</b>	<b>750</b>	<b>3,725</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,980</b>
<b>Total Funding Sources</b>	<b>65,488</b>	<b>28,676</b>	<b>23,064</b>	<b>20,024</b>	<b>51,046</b>	<b>18,954</b>	<b>53,594</b>	<b>29,079</b>	<b>44,237</b>	<b>20,640</b>	<b>354,802</b>

**ARLINGTON, VIRGINIA**  
**FY 2013 - FY 2022 CIP PROGRAM DETAIL**  
(\$ in 000s)

<b>METRO</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
<b>New Funding</b>											
State/Federal Funding	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	<b>40,000</b>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PAYG	0	0	0	0	0	0	0	0	0	0	<b>0</b>
New Bond Referenda	0	14,600	22,600	16,400	12,400	10,500	11,000	11,750	12,500	12,500	<b>124,250</b>
<b>Subtotal New Funding</b>	<b>4,000</b>	<b>18,600</b>	<b>26,600</b>	<b>20,400</b>	<b>16,400</b>	<b>14,500</b>	<b>15,000</b>	<b>15,750</b>	<b>16,500</b>	<b>16,500</b>	<b>164,250</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	16,900	0	0	0	0	0	0	0	0	0	<b>16,900</b>
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Subtotal Previously Approved Funding</b>	<b>16,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,900</b>
<b>Total Funding Sources</b>	<b>20,900</b>	<b>18,600</b>	<b>26,600</b>	<b>20,400</b>	<b>16,400</b>	<b>14,500</b>	<b>15,000</b>	<b>15,750</b>	<b>16,500</b>	<b>16,500</b>	<b>181,150</b>
<b>TRANSPORTATION</b>											
<b>New Funding</b>											
State/Federal Funding	5,832	17,357	35,717	37,991	37,351	17,403	15,704	7,144	4,905	11,773	<b>191,177</b>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Funding	26,728	47,137	75,336	104,523	65,402	19,630	15,305	13,897	8,785	14,574	<b>391,317</b>
PAYG	4,038	5,358	8,854	8,676	8,466	8,747	9,030	9,140	9,234	9,669	<b>81,212</b>
New Bond Referenda	17,209	7,258	17,156	21,138	15,319	13,439	13,972	8,954	9,755	9,497	<b>133,697</b>
<b>Subtotal New Funding</b>	<b>53,807</b>	<b>77,110</b>	<b>137,063</b>	<b>172,328</b>	<b>126,538</b>	<b>59,219</b>	<b>54,011</b>	<b>39,135</b>	<b>32,679</b>	<b>45,513</b>	<b>797,403</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	4,200	225	0	150	0	0	0	0	0	0	<b>4,575</b>
Issued but Unspent Bonds	1,631	177	150	0	0	0	0	0	0	0	<b>1,958</b>
Other Previously Approved Funds	141,502	17,664	4,869	1,552	0	0	100	0	0	11,468	<b>177,155</b>
<b>Subtotal Previously Approved Funding</b>	<b>147,333</b>	<b>18,066</b>	<b>5,019</b>	<b>1,702</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>11,468</b>	<b>183,688</b>
<b>Total Funding Sources</b>	<b>201,140</b>	<b>95,176</b>	<b>142,082</b>	<b>174,030</b>	<b>126,538</b>	<b>59,219</b>	<b>54,111</b>	<b>39,135</b>	<b>32,679</b>	<b>56,981</b>	<b>981,091</b>

**ARLINGTON, VIRGINIA**  
**FY 2013 - FY 2022 CIP PROGRAM DETAIL**  
(\$ in 000s)

<b>WATER AND SEWER INFRASTRUCTURE New Funding</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Developer Contributions	3,200	5,110	5,303	5,462	5,628	5,797	5,971	6,149	6,334	6,523	<b>55,477</b>
Other Funding	4,113	1,482	819	823	848	873	899	926	954	982	<b>12,719</b>
PAYG	10,756	16,241	16,060	17,275	17,713	18,105	17,523	16,791	17,044	19,254	<b>166,762</b>
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Subtotal New Funding</b>	<b>18,069</b>	<b>22,833</b>	<b>22,182</b>	<b>23,560</b>	<b>24,189</b>	<b>24,775</b>	<b>24,393</b>	<b>23,866</b>	<b>24,332</b>	<b>26,759</b>	<b>234,958</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	10,982	2,060	6,612	0	0	0	0	0	0	0	<b>19,654</b>
Issued but Unspent Bonds	11,927	0	0	0	0	0	0	0	0	0	<b>11,927</b>
Other Previously Approved Funds	35,038	0	0	0	0	0	0	0	0	0	<b>35,038</b>
<b>Subtotal Previously Approved Funding</b>	<b>57,947</b>	<b>2,060</b>	<b>6,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,619</b>
<b>Total Funding Sources</b>	<b>76,016</b>	<b>24,893</b>	<b>28,794</b>	<b>23,560</b>	<b>24,189</b>	<b>24,775</b>	<b>24,393</b>	<b>23,866</b>	<b>24,332</b>	<b>26,759</b>	<b>301,577</b>
<b>STORMWATER MANAGEMENT New Funding</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
State/Federal Funding	40	0	130	0	0	0	0	0	0	0	<b>170</b>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Funding	2,619	3,480	3,900	4,420	4,450	4,450	4,550	3,550	3,850	3,850	<b>39,119</b>
PAYG	0	0	0	0	0	0	0	0	0	0	<b>0</b>
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Subtotal New Funding</b>	<b>2,659</b>	<b>3,480</b>	<b>4,030</b>	<b>4,420</b>	<b>4,450</b>	<b>4,450</b>	<b>4,550</b>	<b>3,550</b>	<b>3,850</b>	<b>3,850</b>	<b>39,289</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Other Previously Approved Funds	200	3,800	0	0	0	0	0	0	0	0	<b>4,000</b>
<b>Subtotal Previously Approved Funding</b>	<b>200</b>	<b>3,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>
<b>Total Funding Sources</b>	<b>2,859</b>	<b>7,280</b>	<b>4,030</b>	<b>4,420</b>	<b>4,450</b>	<b>4,450</b>	<b>4,550</b>	<b>3,550</b>	<b>3,850</b>	<b>3,850</b>	<b>43,289</b>



**ARLINGTON, VIRGINIA**  
**FY 2013 - FY 2022 CIP PROGRAM DETAIL**  
(\$ in 000s)

<b>INFORMATION</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
<b>TECHNOLOGY/EQUIPMENT</b>											
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	11,032	12,425	8,636	5,710	4,949	10,833	8,758	11,341	8,380	15,883	97,947
PAYG	1,090	5,406	8,434	4,027	3,228	3,722	5,941	8,341	2,864	3,604	46,657
New Bond Referenda	3,240	3,115	3,495	0	0	0	0	0	0	0	9,850
<b>Subtotal New Funding</b>	<b>15,362</b>	<b>20,946</b>	<b>20,565</b>	<b>9,737</b>	<b>8,177</b>	<b>14,555</b>	<b>14,699</b>	<b>19,682</b>	<b>11,244</b>	<b>19,487</b>	<b>154,454</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	3,045	0	0	0	0	0	0	0	0	0	3,045
Other Previously Approved Funds	2,515	0	0	0	0	0	0	0	0	0	2,515
<b>Subtotal Previously Approved Funding</b>	<b>5,560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,560</b>
<b>Total Funding Sources</b>	<b>20,922</b>	<b>20,946</b>	<b>20,565</b>	<b>9,737</b>	<b>8,177</b>	<b>14,555</b>	<b>14,699</b>	<b>19,682</b>	<b>11,244</b>	<b>19,487</b>	<b>160,014</b>
<b>ECONOMIC DEVELOPMENT</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY Total</b>
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	1,900	21,800	20,000	0	0	200	0	0	0	43,900
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	50	1,288	465	601	56	58	60	61	63	65	2,767
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>50</b>	<b>3,188</b>	<b>22,265</b>	<b>20,601</b>	<b>56</b>	<b>58</b>	<b>260</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>46,667</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	100	0	0	0	100
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<b>Total Funding Sources</b>	<b>50</b>	<b>3,188</b>	<b>22,265</b>	<b>20,601</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>46,767</b>

**ARLINGTON, VIRGINIA**  
**FY 2013 - FY 2022 CIP PROGRAM DETAIL**  
(\$ in 000s)

<b>Total For All Programs</b>	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>10 Year Total</b>
<b>New Funding</b>											
State/Federal Funding	9,872	21,357	39,847	41,991	41,351	21,403	19,704	11,144	8,905	15,773	<b>231,347</b>
Developer Contributions	25,200	9,270	27,103	30,405	10,424	5,797	6,171	6,149	6,334	6,523	<b>133,376</b>
Other Funding	46,692	68,054	92,110	116,257	76,419	39,656	29,642	30,794	22,429	38,389	<b>560,442</b>
PAYG	29,761	45,304	50,236	41,709	46,818	48,053	50,638	48,364	43,480	48,338	<b>452,701</b>
New Bond Referenda	52,647	58,159	76,096	57,581	88,309	44,390	99,042	55,546	95,626	63,522	<b>690,918</b>
<b>Subtotal New Funding</b>	<b>164,172</b>	<b>202,144</b>	<b>285,392</b>	<b>287,943</b>	<b>263,321</b>	<b>159,299</b>	<b>205,197</b>	<b>151,997</b>	<b>176,774</b>	<b>172,545</b>	<b>2,068,784</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	72,320	8,542	9,212	3,875	0	0	0	0	0	0	<b>93,949</b>
Issued but Unspent Bonds	38,365	1,109	150	0	0	0	0	0	0	0	<b>39,624</b>
Other Previously Approved Funds	193,106	30,363	5,619	1,552	4,200	0	200	0	0	11,968	<b>247,008</b>
<b>Subtotal Previously Approved Funding</b>	<b>303,791</b>	<b>40,014</b>	<b>14,981</b>	<b>5,427</b>	<b>4,200</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>11,968</b>	<b>380,581</b>
<b>Total Funding</b>	<b>467,963</b>	<b>242,158</b>	<b>300,373</b>	<b>293,370</b>	<b>267,521</b>	<b>159,299</b>	<b>205,397</b>	<b>151,997</b>	<b>176,774</b>	<b>184,513</b>	<b>2,449,365</b>

## Debt Capacity Analysis

In developing the CIP, the County establishes its long-range plan for pay-as-you-go (PAYG) and bond/lease purchase financing of its ten-year capital program. In determining the level of capital projects to finance and the method of financing, the County considers its financial ability to undertake these projects. This analysis includes a review of debt capacity factors and the impact of the adopted CIP on these debt capacity factors.

In April 2008, the County Board approved financial and debt management policies that affirmed the County's existing debt capacity factors. The policies also included guidance on bond term and amortization, specifically that bond-funded projects will typically have a useful life at least as long as the period over which the bonds will be repaid (the average life of County bonds is 11-12 years and final maturity is generally twenty years; however, longer terms may be considered on very long useful life projects). Finally, the Board's policies provided guidance on the use of variable rate debt and derivatives. These policies serve as the financial framework for the CIP, and a full copy of the policies is included in this section.

The bond rating agencies that rate the County's debt for potential investors use these debt ratios, coupled with other County and community economic factors. The three major bond rating agencies, Moody's Investors Service, Standard & Poor's, and Fitch Ratings currently rate the County Aaa/AAA /AAA (the highest possible). Arlington is one of a select national group of 35 counties that currently hold these coveted Aaa/AAA/AAA ratings from the three major rating agencies. The County's bond ratings were reaffirmed in June 2012 and historical County bond trading in the secondary market confirm that Arlington belongs within the very top group of municipal credits in the national bond market. The funding levels contained in this CIP would maintain this status. Moody's has placed the County, along with 36 other Aaa-rated localities nationwide, on negative credit watch due to its concerns over federal debt and budget issues and potential impact on these localities. The County is actively working with Moody's to address its concerns.

While there is no legal limit in Virginia on the level of debt issued by Virginia counties, Arlington has issued and plans to issue its debt prudently. Arlington will remain within the acceptable range of debt capacity factors with the CIP based on conservative assumptions, as illustrated on the following pages.

## Underlying Assumptions

The projected ratios shown in the following tables are based on both the County's and Schools' adopted CIPs. It is important to note that the County's financial and debt management policies view debt capacity on a combined basis (i.e., County and Schools) as do the bond rating agencies. The appendix to this document includes a brief summary of the School Board's adopted CIP.

The projected debt ratios are based on conservative revenue growth assumptions: 3% growth in FY 2014 – FY 2016 and 4% thereafter. Similarly conservative assumptions have been used for projected growth in market value of the County's tax base (identical to revenue growth assumptions) and per capita income growth of 3 percent annually.

It should be noted that these debt ratios include only general obligation and other tax-supported debt, including bonds issued through the Industrial Development Authority or other conduit issuers for County projects where debt service is paid for from the General Fund. For example, these ratios include the Buckingham Village 3 land acquisition financing and subject-to-appropriation debt planned for the acquisition and construction of new office space and year-round homeless shelter. The ratios do not include bonds where the County has provided a moral obligation pledge as credit support to a project (e.g., the Kettler Iceplex facility or the Gates of Ballston project). In charts C and D of this section, the customary general obligation debt to the tax base ratio chart has been amended to also show the effect of moral obligation or "subject-to-appropriation" backed capital financing. The ratios do not include debt that is supported by user fees from enterprise funds, including debt included for Utilities Fund and Ballston Garage. Finally, consistent with the County's financial and debt management policies, this analysis does not include revenue bonds anticipated to be issued for transportation projects and supported by the commercial real estate tax or the Crystal City – Potomac Yard – Pentagon City tax increment financing area.

## Projected Debt Ratios

**Ratio of Debt Service to General Expenditures No Greater Than 10%** -- Over the ten-year planning period, this ratio will range from 8.7% to 9.4%, peaking at 9.4% in FY 2018.

**Outstanding Debt as Percentage of Market Valuation of Tax Base No Greater than 4%** -- The amount of debt that the County carries is moderate when compared to its tax base. For example, in FY 1978 the County's outstanding General Fund serviced tax-supported general obligation debt equaled 2.54%. At the end of FY 2012, this ratio is 1.26%. This ratio is projected to range from 1.39% to 1.64% over the ten year planning period.

**Ratio of Debt per Capita to Per Capita Income No Greater than 6%** -- The County estimates that the Debt to Income ratio will range from 5.1% to 5.4%, assuming 3% growth in per capita income.

**Growth in Debt Service over the Ten Year Planning Period No Greater than Ten-Year Historical Growth in Revenues –** Average annual growth in debt service is estimated at 5.5% compared to historical average ten-year revenue growth of 5.7%.

Chart A

**Arlington County, Virginia  
Debt Ratio Forecast  
Adopted 2013 - 2022 Capital Improvement Program**

	Adopted FY2012	Adopted FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
AUTHORIZED UNISSUED BONDS - COMBINED COUNTY/SCHOOLS	100,742,000	48,969,000	4,630,000	4,255,000	-	-	-	-	-	-	-
GENERAL OBLIGATION BOND ISSUANCE FY 13-22 CIP - COUNTY	-	47,480,000	63,325,000	78,500,000	45,210,000	93,260,000	50,880,000	98,320,000	56,270,000	104,950,000	54,200,000
GENERAL OBLIGATION BOND ISSUANCE FY 13-22 CIP - SCHOOLS	-	6,200,000	36,500,000	47,500,000	33,200,000	69,000,000	34,000,000	55,000,000	35,000,000	51,000,000	45,000,000
UTILITY FUND BOND ISSUANCE	8,500,000	11,350,000	-	-	-	-	-	-	-	-	-
CRYSTAL CITY TIF BOND ISSUANCE				13,930,000	36,000,000	8,500,000					
TRANSPORTATION CAPITAL FUND BOND ISSUANCE			21,000,000	35,500,000	41,500,000	30,000,000					
GENERAL OBLIGATION BONDS RETIRED (1)	52,304,763	52,151,155	59,646,757	61,524,127	64,067,739	68,901,882	73,315,725	76,658,087	79,293,211	84,027,954	87,168,281
NET TAX-SUPPORTED GENERAL OBLIGATION BONDS AT END OF FISCAL YEAR	736,370,410	786,868,254	831,676,497	900,407,370	914,749,631	1,008,107,749	1,019,672,025	1,096,333,938	1,108,310,727	1,180,232,773	1,192,264,493
SUBJECT-TO-APPROPRIATION BOND ISSUANCE(8)		52,816,999		-							
SUBJECT-TO-APPROPRIATION BONDS RETIRED	6,676,769	7,135,155	8,108,540	9,061,926	4,399,756	4,496,819	4,597,558	4,670,589	4,733,966	4,802,343	4,874,429
NET TAX-SUPPORTED BONDS AT END OF FISCAL YEAR (2)	807,862,528	904,042,217	940,741,920	1,000,410,867	1,010,353,372	1,099,214,671	1,106,181,388	1,178,172,713	1,185,415,536	1,252,535,239	1,259,692,529
SCHOOLS DEBT SERVICE	38,262,647	42,200,088	44,808,301	45,548,415	47,823,690	49,604,657	54,027,312	55,470,502	57,135,420	58,430,514	60,319,041
COUNTY DEBT SERVICE (7)	56,855,410	59,114,491	63,056,912	67,865,378	66,918,538	70,701,271	74,931,631	76,685,766	81,711,871	85,732,516	90,760,304
TOTAL TAX SUPPORTED DEBT SERVICE	95,118,057	101,314,579	107,865,213	113,413,793	114,742,227	120,305,928	128,958,942	132,156,268	138,847,291	144,163,030	151,079,345
% GROWTH IN TAX-SUPPORTED DEBT SERVICE - COUNTY SIX-YEAR AND TEN-YEAR AVERAGES	4.8%	4.0%	6.7%	7.6%	-1.4%	5.7%	6.0%	2.3%	6.6%	4.9%	5.9%
% GROWTH IN TAX-SUPPORTED DEBT SERVICE - COUNTY/SCHOOLS SIX-YEAR AND TEN-YEAR AVERAGES	8.7%	6.5%	6.5%	5.1%	1.2%	4.8%	7.2%	2.5%	5.1%	3.8%	4.8%
							5.46%				5.46%
GENERAL GOVERNMENT EXPENDITURES (3)	1,101,756,209	1,159,254,104	1,194,031,727	1,229,852,679	1,266,748,259	1,317,418,190	1,370,114,917	1,424,919,514	1,481,916,295	1,541,192,946	1,602,840,664
DEBT SERVICE AS % OF EXPENDITURES (NOT TO EXCEED 10%)	8.6%	8.7%	9.0%	9.2%	9.1%	9.1%	9.4%	9.3%	9.4%	9.4%	9.4%
MARKET VALUATION OF TAXABLE PROPERTY (4)	63,964,821,700	65,244,118,134	66,549,000,497	67,879,980,507	69,237,580,117	70,622,331,719	72,034,778,353	73,475,473,921	74,944,983,399	76,443,883,067	77,972,760,728
NET TAX SUPPORTED DEBT AS % OF MARKET VALUATION	1.26%	1.39%	1.41%	1.47%	1.46%	1.56%	1.54%	1.60%	1.58%	1.64%	1.62%
POPULATION (5)	211,700	214,613	217,525	220,438	223,350	226,263	229,175	232,088	235,000	236,180	237,360
DEBT PER CAPITA	\$3,816	\$4,212	\$4,325	\$4,538	\$4,524	\$4,858	\$4,827	\$5,076	\$5,044	\$5,303	\$5,307
INCOME PER CAPITA (6)	\$74,700	\$79,967	\$82,366	\$84,837	\$87,382	\$90,004	\$92,704	\$95,485	\$98,349	\$101,300	\$104,339
NET TAX-SUPPORTED GENERAL OBLIGATION DEBT TO INCOME (NOT TO EXCEED 6%)	5.1%	5.3%	5.3%	5.3%	5.2%	5.4%	5.2%	5.3%	5.1%	5.2%	5.1%

(1) Excludes Utilities and Transportation Capital Fund bonds. Excludes Crystal City TIF bond issuance

(2) Excludes credit support commitments on revenue bonds or lease-backed bond financings, includes IDA Bonds supported by the County's General Fund. For Subject to Appropriation debts, see Chart C.

(3) Includes expenditures of General Fund and certain Special Revenue Funds of the County and School Board. 3 percent growth in FY 2014 - FY 2016. 4% beyond

(4) Assumes 3 percent growth in FY 2014 - FY 2016, 4% beyond

(5) Population growth as estimated by the Arlington County Planning Division.

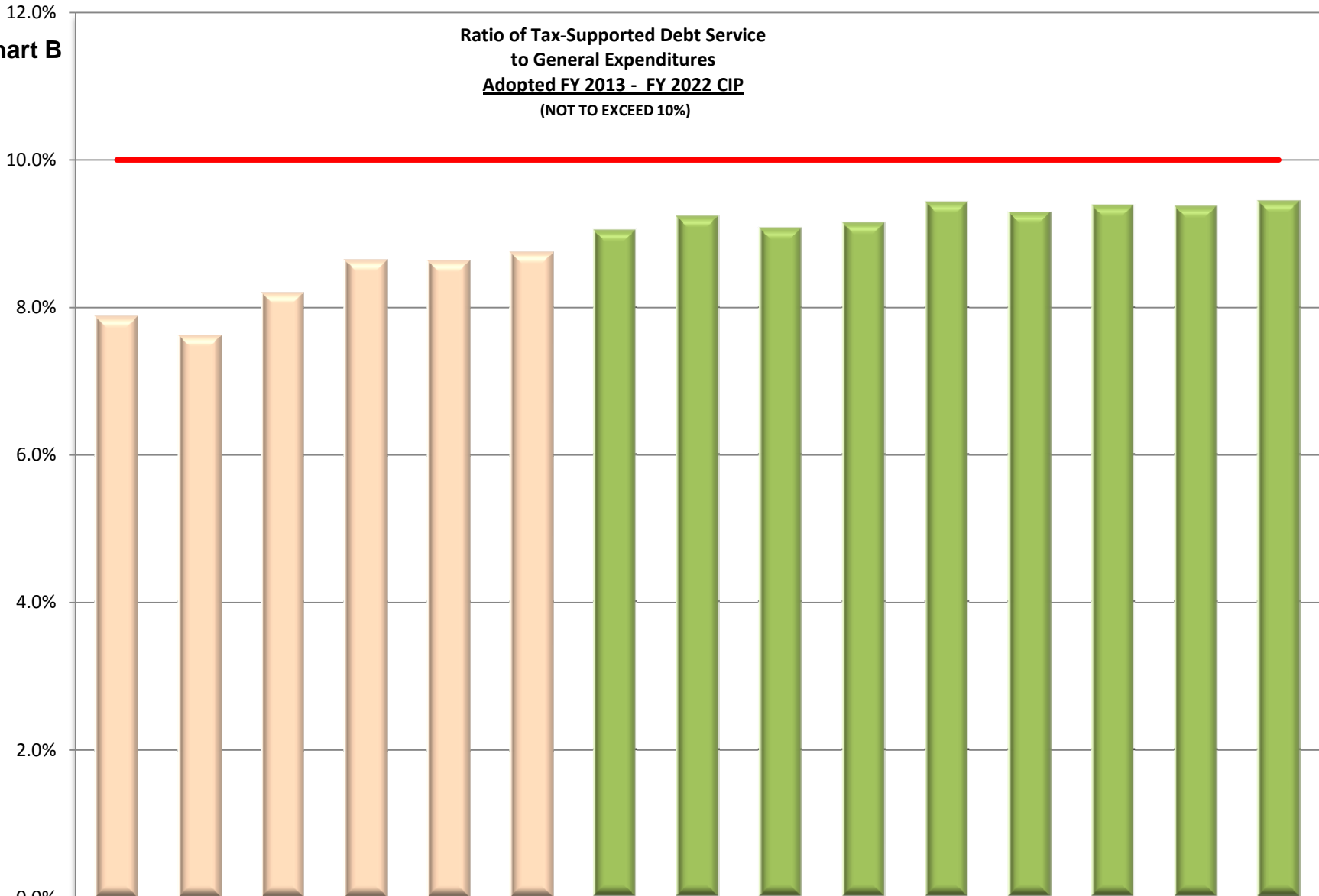
(6) Source: Per capita personal income was computed using Census Bureau midyear population estimates. Estimates for 2000-2010 reflect county population estimates available as of April 2012

(7) Includes both General Obligation and Subject to Appropriation debt, including debt for Buckingham Village 3 acquisition. Excludes costs of issuance.

(8) FY2013 includes \$33 million Buckingham Village 3 refinancing and \$26 million issuance for 2020 acquisition

**Chart B**

**Ratio of Tax-Supported Debt Service  
to General Expenditures  
Adopted FY 2013 - FY 2022 CIP  
(NOT TO EXCEED 10%)**



	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Projection</b>	7.9%	7.6%	8.2%	8.6%	8.6%	8.7%	9.0%	9.2%	9.1%	9.1%	9.4%	9.3%	9.4%	9.4%	9.4%
<b>Ceiling</b>	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%

Chart C

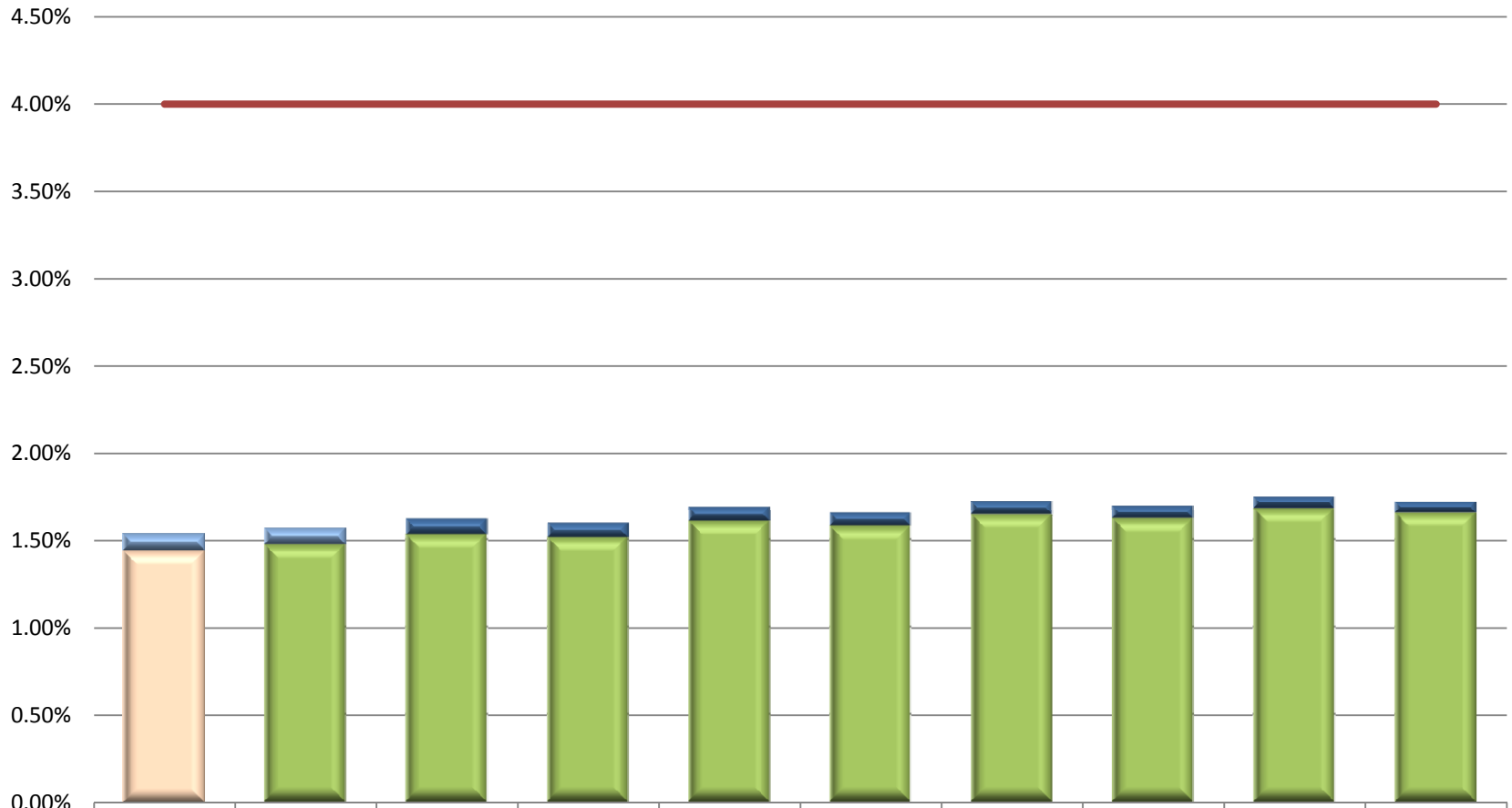
**Summary of Tax-Supported General Obligation Bonds & Subject To Appropriation-Type Financings (6)**  
**Ratio of Outstanding Debt to Market Value**  
**As of June 30**

	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Tax-Supported General Obligation Debt	\$736,370,410	\$786,868,254	\$831,676,497	\$900,407,370	\$914,749,631	\$1,008,107,749	\$1,019,672,025	\$1,096,333,938	\$1,108,310,727	\$1,180,232,773	\$1,192,264,493
Tax-Supported Subject to Appropriation ("STA") Debt											
Capital Equipment Leases	28,792,511	20,145,997	20,787,904	22,128,687	22,341,828	20,025,817	17,079,059	16,974,858	17,687,544	19,140,109	18,413,282
Industrial Development Authority (IDA) Bonds (5)	81,605,000	74,155,000	66,425,000	58,305,000	55,110,000	51,885,000	48,625,000	45,325,000	41,985,000	38,600,000	35,165,000
Buckingham Village 3 Notes/Bonds (8)	-	32,816,999	32,516,999	32,045,854	31,551,151	30,981,714	30,332,589	29,651,009	28,935,350	28,183,907	27,394,893
2020 14th St N Acquisition		26,425,000	25,896,500	24,839,500	23,459,528	22,079,556	20,699,583	19,319,611	17,939,639	16,559,667	15,179,694
Peumansend Creek Regional Jail	724,338	601,937	481,938	361,938	241,938	121,938	-	-	-	-	-
No. Va. Criminal Justice Academy	256,932	256,389	256,883	257,130	256,947	266,324	-	-	-	-	-
Subtotal	\$111,378,780	\$154,401,322	\$146,365,224	\$137,938,109	\$132,961,392	\$125,360,349	\$116,736,232	\$111,270,478	\$106,547,532	\$102,483,683	\$96,152,869
Project-Supported Subject to Appropriation ("STA") Debt (1)											
Ballston Public Parking Garage	11,300,000	10,800,000	10,300,000	9,800,000	9,300,000	8,800,000	8,300,000	7,800,000	7,300,000	6,800,000	6,300,000
IDA Lease Revenue Bonds (Ballston Skating Facility) (7)	29,190,000	28,245,000	27,275,000	26,280,000	25,255,000	24,195,000	23,095,000	21,945,000	20,740,000	19,480,000	18,155,000
Waste-to-Energy Plant (2)	2,003,880	-	-	-	-	-	-	-	-	-	-
Gates of Ballston (3)	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000
Subtotal	65,493,880	62,045,000	60,575,000	59,080,000	57,555,000	55,995,000	54,395,000	52,745,000	51,040,000	49,280,000	47,455,000
LESS: State Regional Jail Reimbursement (4)	(1,126,000)	(1,126,000)	-	-	-	-	-	-	-	-	-
Total Tax-Supported General Obligation (GO) & ALL STA Financings	\$912,117,070	\$1,002,188,576	\$1,038,616,721	\$1,097,425,479	\$1,105,266,023	\$1,189,463,098	\$1,190,803,257	\$1,260,349,416	\$1,265,898,260	\$1,331,996,457	\$1,335,872,362
Total <u>Tax-Supported</u> GO and <u>Tax-Supported</u> STA Financings	\$846,623,190	\$940,143,576	\$978,041,721	\$1,038,345,479	\$1,047,711,023	\$1,133,468,098	\$1,136,408,257	\$1,207,604,416	\$1,214,858,260	\$1,282,716,457	\$1,288,417,362
Total <u>Project-Supported</u> STA Financings (2)	\$65,493,880	\$62,045,000	\$60,575,000	\$59,080,000	\$57,555,000	\$55,995,000	\$54,395,000	\$52,745,000	\$51,040,000	\$49,280,000	\$47,455,000
Market Value of Taxable Property	\$63,964,821,700	\$65,244,118,134	\$66,549,000,497	\$67,879,980,507	\$69,237,580,117	\$70,622,331,719	\$72,034,778,353	\$73,475,473,921	\$74,944,983,399	\$76,443,883,067	\$77,972,760,728
Total <u>Tax-Supported</u> GO & ALL STA Financings as Percent of Market Value (Not to Exceed 4%)	1.43%	1.54%	1.56%	1.62%	1.60%	1.68%	1.65%	1.72%	1.69%	1.74%	1.71%
Total <u>Tax-Supported</u> GO & <u>Tax-Supported</u> STA Financings as Percent of Market Value	1.32%	1.44%	1.47%	1.53%	1.51%	1.60%	1.58%	1.64%	1.62%	1.68%	1.65%
Total <u>Project-Supported</u> STA Financings (Credit Enhancement) as Percent of Market Value (2)	0.10%	0.10%	0.09%	0.09%	0.08%	0.08%	0.08%	0.07%	0.07%	0.06%	0.06%

- (1) Debt service on these financings is intended to be repaid by user fees or tenant rental income, not by County General Fund revenues.
- (2) Includes Arlington's share of the EPA-mandated retrofit of the waste-to-energy plant.
- (3) The County Board approved the credit support for the long-term financing of the Gates of Ballston for an amount not to exceed \$23.0 million.
- (4) Includes principal only.
- (5) Includes the Series 2004 IDA Lease Revenue Bonds, and the Series 2009 and Series 2011 IDA Revenue Bonds
- (6) Excludes Self-supporting debt in the Utility and Transportation Investment Funds.
- (7) Includes the bonds issued by the IDA in 2010 to refinance the construction of two ice rinks, the office space, and the training facility on top of the 8th Level at the Ballston Parking Garage.
- (8) Buckingham Village 3 bank notes expire in December 2012. These will be refinanced as 30 year fixed rate bonds in FY2013

**Chart D**

**Ratio of Tax-Supported & Subject to Appropriation Financing  
as a Percentage of Market Value  
Adopted FY 2013- FY 2022 CIP**



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
<b>Project-Supported</b>	<b>0.10%</b>	<b>0.09%</b>	<b>0.09%</b>	<b>0.08%</b>	<b>0.08%</b>	<b>0.08%</b>	<b>0.07%</b>	<b>0.07%</b>	<b>0.06%</b>	<b>0.06%</b>
<b>Tax-Supported</b>	<b>1.44%</b>	<b>1.47%</b>	<b>1.53%</b>	<b>1.51%</b>	<b>1.60%</b>	<b>1.58%</b>	<b>1.64%</b>	<b>1.62%</b>	<b>1.68%</b>	<b>1.65%</b>
<b>Not to Exceed 4%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>	<b>4.00%</b>

■ Tax-Supported    
 ■ Project-Supported    
 — Not to Exceed 4%

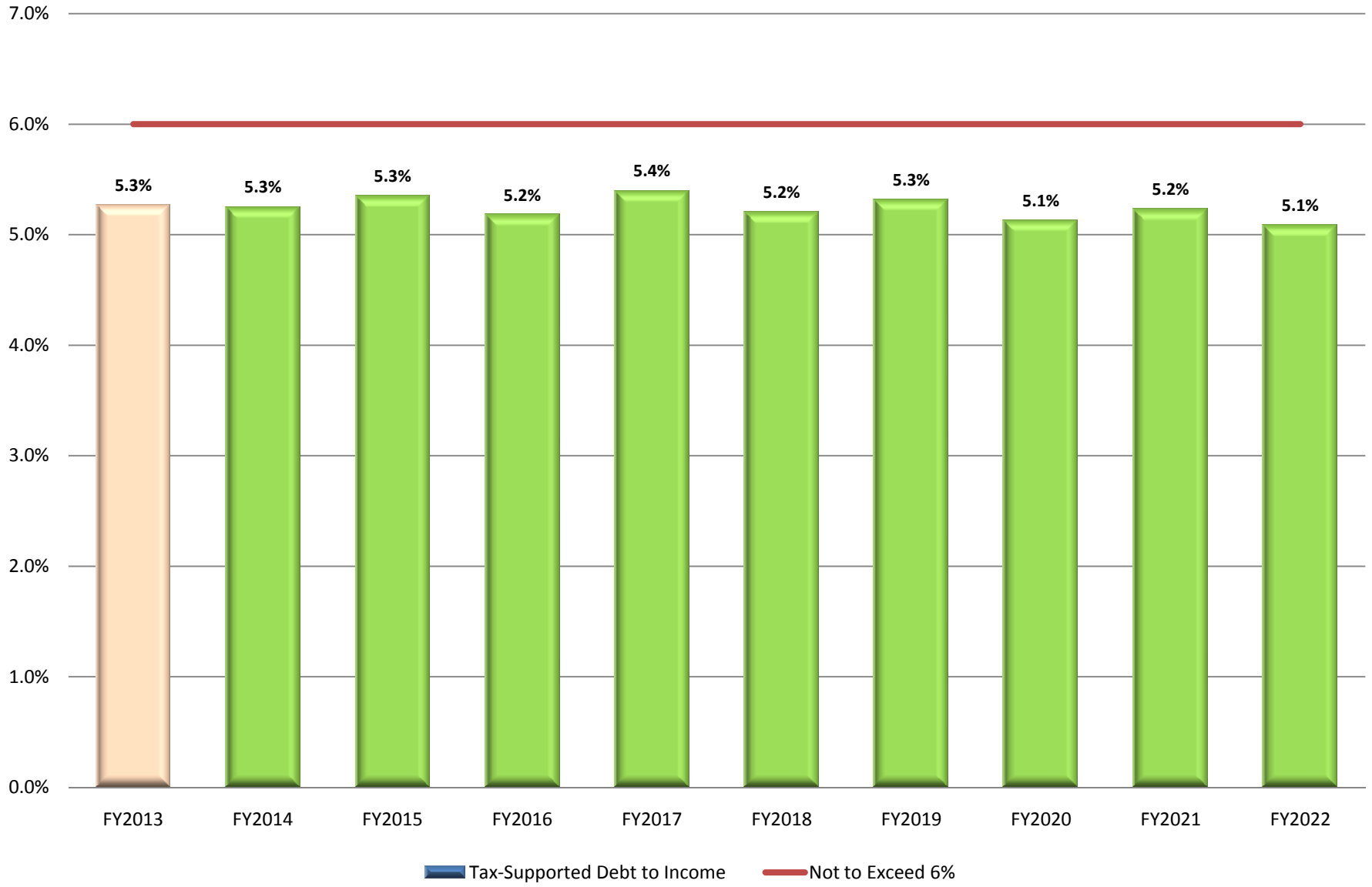


**Chart E**

**Ratio of Tax-Supported General Obligation Debt to Income**

Adopted FY 2013 - FY 2022 CIP

Not to Exceed 6%



Maintenance capital (MC) is a broad program that seeks to achieve a long-stated goal to “maintain what we have”. The MC program in Arlington County is designed to protect assets from premature failure, minimize unnecessary risks and loss, and achieve the optimal useful life of assets. The goal is to ensure that existing capital assets are maintained in reliable, serviceable condition without significant variations in annual capital appropriations. The MC program focuses on non-expansion projects that do not change the footprint of a building, expand the size of a current asset, expand services, or increase the operating budget once complete. To qualify for funding in the MC program, projects must meet the criteria for a capital project and significantly extend the life of the asset. Arlington County makes critical investments in four maintenance capital areas: Transportation, Information Technology, Facilities, and Parks and Recreation. These components are essential to daily operations and effective delivery of County services, and over the years have received varying levels of funding.

This past year signaled an important shift in approach to Maintenance Capital, especially for Facilities and Parks. The County Board appointed a citizen-led CIP Working Group, and that group worked carefully with staff to understand the nature and scope of the challenges in facilities and parks. As part of their recommendations to the County Board last fall, the CIP Working Group recommended a “catch up” and “keep up” philosophy, whereby we would seek to reduce identified backlog gradually over several years (catch up), while remaining current with items due for replacement (keep up). Such an approach requires additional sustained funding, as reflected in the details that follow. The County Board already took positive steps towards implementation of this strategy with the recent FY 2013 budget adoption process, where an approximate ½ cent real estate tax increase was dedicated to baseline maintenance capital funding. This increase in baseline, when combined with the funding levels proposed via bonds and PAYG, will turn the tide on maintenance capital, and gradually draw down the backlog. While many variables will ultimately affect the timing of when we complete the backlog, we have set a path that leads us to a much better state of repair, particularly for our facilities and parks.

### **Transportation**

The Transportation Maintenance Capital program maintains the transportation infrastructure by repaving streets, maintaining pedestrian and vehicle bridges, maintaining signals and signal infrastructure and replacing bus shelters. The County currently maintains over 960 lane miles by a combination of resurfacing, rebuilding and slurry seal maintenance. The paving program utilizes a Pavement Condition Index (PCI) to track the current street condition along with a replacement cycle based on industry standards to estimate what is required to maintain appropriate conditions. In addition, the Transportation MC program includes over 50 vehicular and pedestrian bridges and culverts, 215 bus shelters, and 280 signalized intersections. Finally, the Transportation MC program coordinates with the Parks MC program on the maintenance of bicycle and pedestrian trails, since roughly half of the off-road bicycle network is outside park boundaries, and the off-street bicycle network investments must be jointly coordinated with the on-street bicycle network and pavement marking priorities. The County’s trail system is heavily used for recreation and by commuters and keeping these trails well maintained and connected is important.

## **Information Technology**

Maintenance Capital funding for Information Technology provides the foundation to advance eGovernment Master Plan III initiatives. The systems and software serve the departments and typically reach the end of their useful life-expectancy between four and 10 years, at which point the systems become increasingly costly to maintain and difficult to exchange information with other systems. Priorities for determining which applications to replace first are driven by age, criticality of the system to operations, and availability of on-going support from the application's vendor. Master lease financing is also a significant funding source for technology improvements.

## **Facilities**

Over the life-cycle of facilities the roofs, finishes, mechanical, electrical, and other systems require replacement and renewal to maintain good operating condition, a professional appearance, and to meet current code requirements. Projects do not substantially alter the characteristics or enlarge the footprint of the facility, but extend the useful life and may include improvements to safety systems and energy performance.

## **Parks and Recreation**

The Parks Maintenance Capital Program funds the replacement or major renovation of different types of outdoor park and recreation facility assets including athletic fields and courts, lighting, playgrounds, picnic shelters, restrooms, site amenities, parking and specialty facilities such as the skate park. The program also addresses accessibility, safety and storm water improvements that are complementary to renovating or replacing assets. The Synthetic Turf Program (referenced in the Parks and Recreation Summary under General Government) covers both the replacement of synthetic turf under the Parks Maintenance Capital Program and the conversion of several existing grass fields to new synthetic turf fields.

## **Maintenance Capital Strategy**

As an outgrowth of the 2011-2016 CIP process, the County Board created a CIP Working Group that worked with staff extensively and culminated in a series of recommendations in the fall of 2011. Building on the condition assessments completed in 2008 – 2009, the group's efforts were a catalyst for action and our funding approach in this CIP. Three major funding recommendations were included, paraphrased below:

1. Eliminate the maintenance capital backlog by the end of FY 2017, using a gradual ramp up funding approach on the backlog (catch-up)
2. To pay for catch-up and keep-up, determine what can be bonded, what is PAYG, and what is operating. Bundle projects as total rehabs or renovations to reduce costs, reduce service disruptions and allow bonding.
3. Ensure all the required resources (staffing, planning, design, and procurement) are sufficient to address identified catch up and keep up needs, building requirements into base budgets, and considering close-out funds and new funds as other options.

Staff and the working group cautioned that the backlogs identified in the assessments were ROUGH ESTIMATES, to be used as a starting point, since they did not include certain project delivery cost items (e.g., design, staff chargebacks, permit fees, construction administration, stormwater improvements (for parks) and third party inspection when needed), and many factors actually affect project costs after they are fully scoped, designed, and bid. Partially offsetting this effect, they did include some items that are normally addressed with operating funds. Additionally, the assessments did not account for underutilized or vacant assets, planned replacements, appropriate deferrals, and the positive effects of bundling. While total needs over time are thus influenced by factors that can either increase or decrease the bottom line reflected in the database, it will remain a very useful tool for both budgeting and

project planning. And it will remain dynamic as both unit costs and inventory changes over time, including additions to the inventory such as Arlington Mill and Long Bridge. With that as context, the following is an illustration of how our proposed funding will affect the backlog that was identified at a point in time for analysis by the CIP working group last fall. As a rough approximation of the costs and inventory not currently included in the assessments, the table below includes a 20 percent adjustment factor to account for any difference.

(In \$1,000s)

Facilities Maintenance Capital								
FY	PAYG	Bonds	PAYG/Bonds Total	Assess Results	**Assessments Adjusted 20% (See Footnote)	Cumulative Funding vs. Identified Need	Cumulative Percent of Identified Need Funded	Cumulative Percent of Identified Need Unfunded
13	4,659	1,038	5,697	9,235*	11,082	(5,385)	51%	49%
14	5,828	2,587	8,415	6,009	7,211	(4,181)	77%	23%
15	6,470	3,500	9,970	9,613	11,536	(5,747)	81%	19%
16	3,657	3,500	7,157	14,672	17,606	(16,196)	66%	34%
17	4,000	3,000	7,000	2,733	3,280	(12,476)	75%	25%
18	4,000	3,000	7,000	4,700	5,640	(11,116)	80%	20%
<b>Total</b>	<b>28,614</b>	<b>16,625</b>	<b>45,239</b>	<b>46,962</b>	<b>56,354</b>			

**Notes:**  
**\*Original backlog of \$15.7 million adjusted to \$9.2 based upon a number of facilities that are deemed to be subject to reuse, repurposing, or deconstruction.**  
**\*\*20% adjustment to account for associated cost not captured in the EMG data based such as design fees, permitting, and other soft costs.**

For facilities, this illustrates that our funding plan makes measurable progress on the backlog, but suggests caution on sufficient funding for keep up, particularly when the assessments recommend a high level of investment in one particular year, as indicated in FY 16. While a concern, we must also be cautious to not over rely on this one indicator, but rather use the indicator carefully. Therefore, we plan to update and record results of the database at a set point every year, so we can have a consistent basis for plotting trends. The annual reading will reflect the accumulated effect of completed projects, appropriate deferrals, changes in unit costs from actual bid experience, any changes in our assumptions on useful life of certain elements, and any changes in inventory. Another indicator will be contractor-assisted updates to the condition assessments, where actual conditions in the field will be reassessed. We believe a four year cycle is appropriate for facilities and parks.

(In \$1,000s)

Parks Maintenance Capital								
FY	PAYG	Bonds	PAYG/Bonds Total	Assess Results	*Assessments Adjusted 20% (See Footnote)	Cumulative Funding vs. Identified Need	Cumulative Percent of Identified Need Funded	Cumulative Percent of Identified Need Unfunded
13	4,777	3,225	8,002	29,200	35,040	(27,038)	23%	77%
14	2,253	3,643	5,896	6,420	7,704	(28,846)	33%	67%
15	3,281	6,240	9,521	5,554	6,665	(25,990)	47%	53%
16	2,253	6,165	8,418	4,761	5,713	(23,285)	58%	42%
17	2,253	6,483	8,736	3,300	3,960	(18,509)	69%	31%
18	3,367	6,677	10,044	4,300	5,160	(13,625)	79%	21%
<b>Total</b>	<b>18,184</b>	<b>32,433</b>	<b>50,617</b>	<b>53,535</b>	<b>64,242</b>			

**Note:**

**\*20% adjustment to account for associated cost not captured in the EMG data based such as stormwater, design fees, and other soft costs.**

For parks, this also illustrates steady progress on the identified backlog. However, interpretation and judgment is needed, since this was the first assessment on parks, and the assessments did not include costing for items such as storm water, permitting, design, construction admin, and bringing up to standards. After applying judgment, our target is to get through 70-80% of the backlog by FY 18 for parks. Over time, the plan is to achieve a long term sustainable balance with a minimal backlog.

The MC funding strategy outlined above relies on a combination of funding sources:

- **Bonds** – This CIP continues the practice of funding MC projects from bonds when projects meet bond capitalization criteria – minimum cost of \$100,000 and the useful life is not less than the average life of the bonds (typically 10-11 years). The adopted 2013-2022 CIP reflects an increased level of bond funding for parks and facilities, totaling \$10.5 million in the November 2012 referenda (which includes FY 2013 & 2014 in the tables above) compared to \$8.1 million in the last CIP. Out-year 2014 (FYs 2015 and 2016) and 2016 (FYs 2017 and 2018) are programmed at \$19.4 and \$19.1 million respectively.
- **PAYG** -- The CIP includes increased levels of PAYG funding for parks and facilities, reflecting both historic levels of baseline PAYG funding as well as the recent increase in real estate taxes that yields an additional \$2.8 million in ongoing funding. To fully realize the PAYG amounts noted in the tables above, additional one-time money, ranging from \$2 million -\$4 million annually could be needed.

Finally, the overall PAYG plan assumes continued funding of a capital contingent (\$2 million) to address any unanticipated events that require capital investment. Having an adequate contingent will allow staff to address emergency or unforeseen issues without having to reprioritize or delay already planned work.

Another important element of a successful maintenance capital program noted by the CIP Working Group is staffing. Recognizing this and to meet the opportunities provided by increased funding, over strengths were added to Parks in the fall of 2011, and additional over strengths were added to Facilities in 2012. The facilities positions include one project programmer position that will solely focus on efficient project scoping, estimating, and documentation—using the database as a starting point, but taking into consideration all the other factors that influence smart investment decisions. A similar programmer position is being considered for parks. The costs of these positions are largely funded out of MC project budgets. As staff executes the plan, we will continue to reassess staffing levels to insure they remain appropriate with project execution targets.

To support and illustrate our near term funding request, we are also including a proposed project plan over the next 4 years (FY 13-16). This list will remain dynamic; only the immediate following year (in this case FY 13) should be taken as a firm project listing. The plans are placed directly behind the parks and facilities pages. The projects were prioritized using the prioritization guidelines previously endorsed by the County Board, summarized in the tables below. The yearly plan will remain dynamic, but indicates what we are specifically planning for execution in the near term. The CIP also estimates levels of funding in FY 17-22 based on our best judgment of how increased investments will affect the inventory, and what we anticipate will be needed for sustainment over time.

<p align="center"><b>Facilities Maintenance Capital Prioritization Methodology</b></p>	<p align="center"><b>Parks Maintenance Capital Prioritization Methodology</b></p>
<p><b><u>Urgency (50%)</u></b></p> <ul style="list-style-type: none"> <li>• Items that require immediate action (leaking roofs)</li> <li>• Corrections to prevent failures of life/safety systems (fire alarms)</li> </ul> <p><b><u>Facility Condition (30%)</u></b></p> <ul style="list-style-type: none"> <li>• Reliability of HVAC, electrical and plumbing components or systems</li> <li>• Preventing accelerated deterioration</li> </ul> <p><b><u>Special Considerations (20%)</u></b></p> <ul style="list-style-type: none"> <li>• Components or systems that require replacement to meet changing program goals, energy efficiency goals, etc.</li> <li>• Timely combination with other projects or component replacements</li> </ul>	<p><b><u>Condition (50%)</u></b></p> <ul style="list-style-type: none"> <li>• Age and life safety</li> <li>• Ordinance and policy compliance</li> <li>• Americans with Disabilities Act (ADA) and Consumer Product Safety Commission (CPSC)</li> </ul> <p><b><u>Program Adequacy (30%)</u></b></p> <ul style="list-style-type: none"> <li>• Usage, community need, program demand</li> <li>• Industry standards, County standards</li> </ul> <p><b><u>Special Considerations (20%)</u></b></p> <ul style="list-style-type: none"> <li>• Project synergies, economies of scale, project readiness, adopted master plans, and County Board priorities</li> </ul>

Arlington annually contributes capital funding to several regional organizations, which provide beneficial services to Arlington residents and visitors.

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Northern Virginia Regional Park Authority	526	533	550	566	583	601	619	638	657	677	5,950
Northern Virginia Community College	312	370	429	490	553	561	570	578	587	596	5,046
Northern Virginia Criminal Justice Academy	151	151	151	151	151	151	151	151	151	151	1,510
Peumandsend Creek Regional Jail Authority	146	138	132	125	118	0	0	0	0	0	659
Capital Contingency	3214	2000	2000	2000	2000	2000	2000	2000	2000	2000	21,214
<b>Total Recommendation</b>	<b>4,349</b>	<b>3,192</b>	<b>3,262</b>	<b>3,332</b>	<b>3,405</b>	<b>3,313</b>	<b>3,340</b>	<b>3,367</b>	<b>3,395</b>	<b>3,424</b>	<b>34,379</b>

### CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	4,349	3,192	3,262	3,332	3,405	3,313	3,340	3,367	3,395	3,424	34,379
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>4,349</b>	<b>3,192</b>	<b>3,262</b>	<b>3,332</b>	<b>3,405</b>	<b>3,313</b>	<b>3,340</b>	<b>3,367</b>	<b>3,395</b>	<b>3,424</b>	<b>34,379</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>4,349</b>	<b>3,192</b>	<b>3,262</b>	<b>3,332</b>	<b>3,405</b>	<b>3,313</b>	<b>3,340</b>	<b>3,367</b>	<b>3,395</b>	<b>3,424</b>	<b>34,379</b>

### **Northern Virginia Regional Park Authority**

Northern Virginia Regional Park Authority owns and protects more than 10,000 acres of land in 19 parks, including Potomac Overlook, Upton Hill and the W&OD Regional Parks in Arlington. Funds are used to preserve, improve, expand, renovate and enhance the parks and facilities. This program helps to improve the quality of the parks, encourage greater usage and continue to serve the needs of the public. This augments the Public Spaces Master Plan (PSMP) and as well as complements open space, cultural and recreational programs of Arlington County and five other member jurisdictions.

Arlington is one of six jurisdictions that share costs associated with NVRPA's capital program. The County's share is based on the percentage distribution of population estimates provided by the US Bureau of the Census. Arlington's capital contribution is from PAYG funding that is appropriated annually as part of the operating budget. The operating contribution is included as part of the general fund's regional partnerships operating budget.

### **Northern Virginia Community College**

This represents the County's ongoing capital contribution to the Northern Virginia Community College (NVCC) for land acquisition and site development of all campuses; and, as determined by the Northern Virginia Community College Board, certain temporary and permanent buildings. The goal of this project is to support Northern Virginia Community College in the land acquisition and site developments associated with its capital development plan. Resolutions were passed by Arlington and eight other jurisdictions to support Northern Virginia Community College. Every dollar leverages 29 dollars in state funds back to Northern Virginia.

Arlington is one of nine jurisdictions that share costs associated with NVCC's capital program based on the original Fair Share Allocation. The CIP for FY 2013 reflects an allocation of \$1.50 for each person living in each particular jurisdiction. For FY 2014 - 2017, allocations reflect an additional \$0.25 per capita each year for a maximum rate of \$2.50 per capita in FY 2017 through FY 2022. Population figures are from the Weldon Cooper Center for Public Service. Arlington's capital contribution is from PAYG funding that is appropriated annually as part of the operating budget. The operating contribution is included as part of the General Fund's regional partnerships operating budget. It is anticipated that members of the County Board and School Board will meet with NVCC to discuss their future capital program and the County's commitment to that program. The Arlington Public Schools have several ongoing programs with NVCC including the new Transitional College Program.

### **Northern Virginia Criminal Justice Academy**

In 2006, the principal members agreed to fund the construction of the Emergency Vehicle Operations Center (EVOC). The bond financing contributions towards the NVCJTA partnership continues through 2026. The Northern Virginia Criminal Justice Training Academy is dedicated to advancing competence and professionalism in law enforcement. The Academy is the largest regional law enforcement training facility in Virginia. Every person employed as a full-time law enforcement officer must meet compulsory minimum training standards. Individuals must first be hired by a supporting agency as a police officer or deputy sheriff before coming to the Academy for training. The training must be obtained from a state certified law enforcement training facility and must be completed within 12 months of the date of appointment.

The Academy receives state funding as well as support from the jurisdictions it serves. Arlington is also one of ten supporting jurisdictions that provide a proportionate share of the Academy's operating budget based on its sworn population in relation to the total sworn population of all participating agencies. Arlington's capital contribution is from PAYG funding that is appropriated annually as part of the operating budget and pays for our share of debt service on the bonds for the Emergency Vehicle Operations Center.



## **Peumansend Creek Regional Jail Authority**

The Peumansend Creek Regional Jail (PCRJ) is a 336-bed facility that is an extension facility for cities of Alexandria, Richmond and counties of Arlington, Prince William, Loudoun and Caroline. The bond financing contributions towards the PCRJ continues through 2017. The regional jail provides detention services and related operations deemed necessary for the protection of society and the health and custody of the inmates. Faced with overcrowding in the local jails, Arlington, and five other jurisdictions, reduces their populations by forwarding a select group of inmates to the Peumansend Creek Regional Jail. PCRJ offers programs and services, to include a jail industry, to assist with reintegrating the inmates into society.

Arlington is one of six jurisdictions that participate in this partnership but is only one of four jurisdictions who share in the bond financing for the regional jail. The County's annual share of the capital cost is based on current bed allocation and is projected at 24.0 percent. This is based on the 60 beds allocated to Arlington of the total 250 beds that participated in the bond financing. Arlington's capital contribution is from PAYG funding that is appropriated annually as part of the operating budget. The operating contribution is included as part of the general fund's regional partnerships operating budget.

## **Capital Contingency**

One-time funds are available as contingent for unforeseen capital project costs or pending capital requirements. Of this amount, \$3.0 million is set aside in FY13 as seed money for a Police and Sheriff firearms training facility. Staff is currently assessing the available options and locations for either building a county-owned facility or co-building a facility with a surrounding jurisdiction.

# LOCAL PARKS AND RECREATION PROGRAMS PROGRAMS

### **Program Description**

The Local Parks and Recreation capital improvement program consists of key projects and program elements that will provide for the construction of new park facilities and major upgrades or renovations of existing park facilities. The program represents an implementation plan and strategies based upon sound planning to ensure that capital funding is invested strategically for the benefit of the County and its residents.

### **Program Summary**

The Local Parks and Recreation projects focus on completing or furthering parks that have Board-adopted park master plans or have undergone significant community planning efforts. The FY2013 - FY2022 CIP contains funding to complete significant phases or final completion of several important projects including Long Bridge Park, Tyrol Hills Park, Four Mile Run Near-Stream Improvements and Mosaic Park. The ten-year CIP also includes funding for master planning, design and construction of new parks including several parks identified in the Crystal City Sector Plan, Jennie Dean Park, Glebe and Randolph Park and several neighborhood parks in the Ballston-Virginia Square area. The program also focuses on funding for four ongoing program elements: Parks Capital Maintenance Program, Synthetic Turf Program, Parks Land Acquisition and Open Space Program and Park Enhancement Grants Program. The four programs are summarized on this page.

The Parks Maintenance Capital Program provides for recurring, systematic reinvestment in existing outdoor facilities to insure efficient, safe, high quality park and recreation facilities. The program funds the replacement or major renovation of different elements of outdoor park and recreation facility assets including athletic fields and courts, lighting, playgrounds, picnic shelters, restrooms, site amenities, trails, parking, and specialty facilities such as the skate park. The program also addresses accessibility, safety and storm water improvements that are complementary to renovating the assets.

The Synthetic Turf Program is largely focused on replacement of existing synthetic fields that are approaching the end of their useful life. At the end of 2013, the County will have twelve synthetic turf fields, including the three fields added in 2011 at Long Bridge Park, the County's first synthetic baseball diamond at Barcroft Park added in 2012 and the community field at Rocky Run Park which will be finished in 2013. The funding for FY2013-FY2022 also identifies the opportunity to convert four grass fields to synthetic turf. Conversion costs involve installation of synthetic grass, in-fill underground drainage systems, lighting, and site amenities including site furnishings, pathways, landscaping and permanent or portable restrooms as needed. Due to the additional playability of synthetic grass fields, the new synthetic fields would be lighted so that they are available for evening play.

The Parks and Land Acquisition and Open Space Program funds the acquisition of strategic parcels of park land. Potential acquisition sites are identified in the Public Spaces Master Plan and the Land Acquisition and Preservation Policy (anticipated adoption fall 2012).

The Park Enhancement Grant (PEG) Program enhances parks by providing citizen-initiated projects in a timely manner. The goal of this program is to enable Arlington residents to initiate small capital improvement and beautification projects for parks and recreation facilities in their respective neighborhoods. The PEG Program encourages community involvement and fosters pride by enabling creative improvements in parks and recreation facilities. Community-proposed projects are submitted annually to the Arlington County Park and Recreation Commission for review, who then recommends a list of projects to the County Board for final approval. The current individual project limit is \$15,000. Since the program began in 1978, more than 240 projects have been funded. These include projects such as park furniture, pathways, fencing, public art, educational and interpretive signage as well as sports and building amenities.

### **Master Plan Impact**

The 2005 Public Spaces Master Plan is an element of the County's Comprehensive Plan. The PSMP will be updated within the timeframe of this ten year CIP. In addition, the Land Acquisition and Preservation Policy is currently under development and should be adopted by the County Board in 2012.

LOCAL PARKS AND RECREATION PROGRAMS: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Maintenance Capital	6,947	5,896	8,493	8,418	8,736	8,930	7,253	7,253	7,253	7,253	76,432
Parks Enhancement Grants	100	103	106	109	113	116	119	123	127	130	1,146
Parks Land Acquisition and Open Space	1,000	0	3,000	0	4,440	0	3,000	0	3,000	0	14,440
Synthetic Turf Program	1,055	1,011	2,056	2,185	2,126	2,227	2,376	2,390	2,521	6,917	24,864
Park Master Plans	51,197	21,250	7,426	508	9,736	2,122	10,495	1,126	20,940	15,855	140,655
<b>Total Recommendation</b>	<b>60,299</b>	<b>28,260</b>	<b>21,081</b>	<b>11,220</b>	<b>25,151</b>	<b>13,395</b>	<b>23,243</b>	<b>10,892</b>	<b>33,841</b>	<b>30,155</b>	<b>257,537</b>

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
Developer Contributions	20,000	0	0	0	0	0	0	0	0	0	20,000
Other Funding	0	450	900	0	0	500	0	250	0	2,450	4,550
PAYG	4,877	2,917	3,515	2,362	3,492	4,096	4,748	4,516	4,901	6,350	41,774
New Bond Referenda	25,660	24,893	16,666	8,858	20,659	8,799	18,495	6,126	28,940	20,855	179,951
<b>Subtotal New Funding</b>	<b>50,537</b>	<b>28,260</b>	<b>21,081</b>	<b>11,220</b>	<b>24,151</b>	<b>13,395</b>	<b>23,243</b>	<b>10,892</b>	<b>33,841</b>	<b>29,655</b>	<b>246,275</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	8,000	0	0	0	0	0	0	0	0	0	8,000
Issued but Unspent Bonds	1,762	0	0	0	0	0	0	0	0	0	1,762
Other Previously Approved Funds	0	0	0	0	1,000	0	0	0	0	500	1,500
<b>Subtotal Previously Approved Funding</b>	<b>9,762</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>11,262</b>
<b>Total Funding Sources</b>	<b>60,299</b>	<b>28,260</b>	<b>21,081</b>	<b>11,220</b>	<b>25,151</b>	<b>13,395</b>	<b>23,243</b>	<b>10,892</b>	<b>33,841</b>	<b>30,155</b>	<b>257,537</b>

FINANCING IMPACT (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
Bond Financing Cost (P&I)	0	1,796	4,026	5,928	7,052	8,624	9,607	11,091	11,724	13,779

## 01 Parks Maintenance Capital

### Project Description

The Parks Maintenance Capital Program provides for recurring, systematic reinvestment in existing outdoor facilities to insure efficient, safe, high quality park and recreation facilities for the community to enjoy. The program funds the replacement or major renovation of outdoor park and recreation facility assets including athletic fields and courts, lighting, playgrounds, picnic shelters, restrooms, site amenities, trails, parking, and specialty facilities such as the skate park. The program also addresses bringing facilities up to current standards, accessibility, safety requirements, storm water improvements and the protection of natural resources that are complementary to renovating the assets. The County utilizes a base level of pay-as-you-go allocations and local parks and recreation bonds to fund the program. Beginning in FY2013, the County Board enhanced the pay-as-you-go funding by adopting a one-half cent tax increase that will support the program by adding ongoing funding. These additional funds will go toward working through a pressing backlog of maintenance of County facilities and infrastructure that has built up over the years.

**Associated Master Plan:** Public Spaces Master Plan (PSMP)

**Advisory Commission:** Park and Recreation Commission, Sports Commission

**Neighborhood(s):** VARIOUS

### Project Justification

A consultant completed an asset management assessment for the outdoor parks and recreation infrastructure in 2009. The assessment identified a substantial backlog of maintenance needs and projected a sustained need for investment over time in order to maintain the County's extensive outdoor park and recreation facilities investment. The study included compiling a digital inventory of park assets, developing a management database, establishing life cycle replacement standards for the various facilities, and establishing projected estimated costs across a twenty year timeframe. The assessment database is being used as a planning tool to support budgetary, planning, and policy making decisions. In 2011, the Board-appointed Capital Improvement Plan Working Group evaluated this information and provided a road map that addresses both the pressing backlog of maintenance projects and the need to increase the base level of funding for on-going capital maintenance. The focus of the Parks Capital Maintenance Program over the first six years of the FY2013-FY2022 CIP is on reducing the substantial backlog of projects by "catching-up" on maintenance that has been deferred on the park assets. The "catching up" portion will be accomplished by initially focusing on the major existing deteriorating assets that have been deferred. The Parks Maintenance Capital program will bring balance to the three heavily used elements that represent significant areas of investment: athletic fields, athletic courts, and playgrounds. FY2013-FY2017 projects will work towards catching up on seventy-eighty percent of these assets. Where appropriate, the assets will be bundled with other similar features in the park that need replacing in the same time frame and have similar construction characteristics or are similarly located in the park. For example, basketball courts, tennis courts and parking may be bundled together into one project to be more efficient and effective. Other program elements will begin to be addressed during the first six years and will ramp up towards a sustainable level in the out-years. The long term goal over the ten year CIP is to bring the Parks Maintenance Capital Program components into a maintainable balance that can be sustained in the future. The first asset program component to be maintained to keep up with maintenance requirements are the synthetic turf fields (referenced separately in this CIP under Synthetic Turf Program). As new parks or facilities are added to the inventory, their assets will be entered into the asset management database and placed into the keep up program. The recently opened Long Bridge Park Phase I (2011) and Penrose Square Plaza, which is currently under construction (2012), are the most recent examples of new outdoor park and recreation assets.

### Changes from Prior CIP

A major change in the FY2011 - FY2016 CIP was transitioning the funding of a portion of the maintenance capital to bond funds. A combination of PAYG and bond funding is programmed throughout the 10-year program to address the substantial maintenance capital needs where projects meet useful life and project size criteria.

# 01 Parks Maintenance Capital

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
A & E	635	884	1,274	1,263	1,310	1,340	1,088	1,088	1,088	1,088	11,058
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0
Construction	6,312	5,012	7,219	7,155	7,426	7,590	6,165	6,165	6,165	6,165	65,374
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>6,947</b>	<b>5,896</b>	<b>8,493</b>	<b>8,418</b>	<b>8,736</b>	<b>8,930</b>	<b>7,253</b>	<b>7,253</b>	<b>7,253</b>	<b>7,253</b>	<b>76,432</b>

Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	3,722	2,253	2,253	2,253	2,253	2,253	2,253	2,253	2,253	2,253	23,999
New Bond Referenda	3,225	3,643	6,240	6,165	6,483	6,677	5,000	5,000	5,000	5,000	52,433
<b>Subtotal New Funding</b>	<b>6,947</b>	<b>5,896</b>	<b>8,493</b>	<b>8,418</b>	<b>8,736</b>	<b>8,930</b>	<b>7,253</b>	<b>7,253</b>	<b>7,253</b>	<b>7,253</b>	<b>76,432</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Revenues</b>	<b>6,947</b>	<b>5,896</b>	<b>8,493</b>	<b>8,418</b>	<b>8,736</b>	<b>8,930</b>	<b>7,253</b>	<b>7,253</b>	<b>7,253</b>	<b>7,253</b>	<b>76,432</b>

Projected Additional Operating Costs (in \$1,000s)											<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*Synthetic and grass turf fields are funded through PAYG. Other program elements including playgrounds, athletic courts, lighting, picnic shelters, restrooms, trails and parking lots may be funded through either PAYG or bond referenda*

*Operating costs are anticipated to be minimal as a result of Capital Maintenance.*

**PARKS MAINTENANCE CAPITAL  
FY2013 PROJECT LIST**

<b>Project Name – Description</b>	<b>Cost Estimate</b>
<b>1. Towers Park Modernization</b> – construction to replace four tennis courts, two practice tennis courts, one basketball court, court lighting on all courts, electric panel box, gazebo, site amenities, site drainage, site circulation, ADA. Project was designed in FY2012	\$1,350,000 PAYG
<b>2. Synthetic Turf Program</b> - construction at Barcroft Park for full replacement of the rectangular synthetic turf community field which includes addressing site grading, the under drain system, the synthetic fiber infill, adjacent slope issues. Project was designed in FY2012	\$1,055,000 PAYG
<b>3. Gunston Park Modernization</b> – design and construction for replacement of basketball court and lighting, walkways, parking lot resurfacing, site furnishings, drainage, ADA	\$800,000 PAYG
<b>4. Stratford Park Modernization</b> – design and construction for replacement of basketball and tennis courts, lighting, walkways, site furnishings, retaining walls drainage, ADA	\$910,000 PAYG
<b>5. Powhatan Springs</b> - design and construction for full replacement of athletic field sod	87,000 PAYG
<b>6. Consultants</b> – update of the Parks Maintenance Capital asset database	75,000 PAYG
<b>7. Consultants</b> – development of design standards and specifications for outdoor park and recreation assets	200,000 PAYG
<b>8. Program Contingency</b> – unanticipated changes in design and construction and program management	\$300,000 PAYG
<b>9. Athletic Field Fund</b> – fund from youth sports affiliate group assessments	\$130,000 PAYG
<b>10. Quincy Park Modernization</b> – construction for full replacement of the playground equipment with universal project features, safety surfacing, site amenities, site circulation, drainage, landscaping, ADA, full replacement of the sand volleyball court. Project was designed in FY2012	\$1,175,000 Bond
<b>11. Fort Barnard Park Modernization</b> – construction for full replacement of the playground equipment, safety surfacing, site amenities, site circulation, drainage, landscaping, ADA. Project was designed in FY2012	\$650,000 Bond
<b>12. Highview Park Modernization</b> – design and construction for full replacement of rectangular and diamond athletic field sod, new irrigation, athletic field lights, restroom, storage building, stage, picnic shelter, site amenities, site circulation, drainage, landscaping, ADA	\$1,400,000 Bond
<b>TOTAL</b>	<b>\$8,132,000</b>

**PARKS MAINTENANCE CAPITAL  
FY2014 PROJECT LIST**

<b>Project Name – Description</b>	<b>Cost Estimate</b>
<b>1. Lacey Woods Modernization</b> – design and construction for full replacement of athletic field sod, new irrigation, site amenities, site circulation, ADA	\$253,000 PAYG
<b>2. Woodstock Park Modernization</b> – construction for full replacement of the playground equipment, safety surfacing, site amenities, site circulation, drainage, landscaping, parking lot, ADA. Project was designed in FY2012	\$727,000 PAYG
<b>3. Chestnut Hills Park Modernization</b> – construction for full replacement of the tot lot equipment, safety surfacing, site amenities, site circulation, fencing, drainage, landscaping and ADA. Project was designed in FY2012	\$685,000 PAYG
<b>4. Shirlington Park Modernization</b> – design and construction for trail milling and paving, asphalt repair, replacement of fitness course, site amenities, drainage, landscaping and ADA	\$313,000 PAYG
<b>5. Oakgrove Park Modernization</b> – design and construction for full replacement of athletic field sod, new irrigation, site amenities	\$275,000 PAYG
<b>6. Synthetic Turf Program</b> – design and construction at Wakefield High School for replacement of synthetic turf field. (*assumes APS cost sharing at \$450,000 for total project cost of \$1,011,000)	\$561,000 PAYG
<b>7. Athletic Field Fund</b> – fund from youth sports affiliate group assessments	\$130,000 PAYG
<b>8. Virginia Highlands Park Modernization</b> – design and construction for full replacement of athletic field sod, new irrigation, site amenities, site circulation, ADA and construction for full replacement of the six tennis courts, two basketball courts, court lighting on all courts, site amenities, drainage, site circulation, ADA. Court project was designed in FY2012	\$1,963,000 Bond
<b>9. TJ Modernization</b> – design and construction for replacement of lighted tennis & lighted basketball courts, fencing, electric panel box, site furnishings, site circulation, drainage, ADA	\$1,680,000 Bond
<b>TOTAL</b>	<b>\$6,587,000</b>

**PARKS MAINTENANCE CAPITAL  
FY2015 PROJECT LIST**

<b>Project Name – Description</b>	<b>Cost Estimate</b>
<b>1. Quincy Park Modernization</b> – develop the updated layout plan for future renovation of the park features, including potential realignment of existing park features and materials to reflect its urban location	\$325,000 PAYG
<b>2. Benjamin Banneker Park Modernization</b> – design and construction for replacement of playground, safety surfacing, milling and repaving parking lot, site circulation, site furnishings, athletic field sod, new irrigation, fencing, drainage, ADA	\$1,306,000 PAYG
<b>3. Madison Manor Park Modernization</b> – design and construction to replace restroom, drinking fountain, site circulation, site furnishings, landscaping, ADA	\$622,000 PAYG
<b>4. Synthetic Turf Modernization</b> – design and construction at Greenbrier Park for replacement of synthetic turf field. (*assumes APS cost sharing at \$450,000 for total project cost of \$1,028,000)	\$578,000 PAYG
<b>5. Synthetic Turf Modernization</b> – design and construction at W&L High School for replacement of synthetic turf field. (*assumes APS cost sharing at \$450,000 for total project cost of \$1,028,000)	\$578,000 PAYG
<b>6. Athletic Field Fund</b> – fund from youth sports affiliate group assessments	\$130,000 PAYG
<b>7. TJ Modernization</b> – design and construction for full replacement of the playground equipment, safety surfacing, site amenities, site circulation, fitness trail equipment, trail, lighting, drainage, landscaping, ADA	\$1,960,000 Bond
<b>8. Fairlington Modernization</b> – design and construction for full replacement of the playground equipment, safety surfacing, site amenities, stage, fitness trail equipment, site circulation, drainage, landscaping and ADA	\$1,375,000 Bond
<b>9. Zachary Taylor Park Modernization</b> – design and construction for pedestrian trail milling and paving, stone dust, drainage, site furnishings, landscaping, ADA	\$300,000 Bond
<b>10. Bon Air Park (front of park) Modernization</b> – design and construction for full replacement of the playground equipment, safety surfacing, lighted basketball court, restroom, parking lot, lower picnic area, site amenities, trail, site circulation, drainage, landscaping, ADA	\$2,605,000 Bond
<b>TOTAL</b>	<b>\$9,779,000</b>



**PARKS MAINTENANCE CAPITAL  
FY2016 PROJECT LIST**

<b>Project Name – Description</b>	<b>Cost Estimate</b>
<b>1. Henry Clay Park Modernization</b> – design and construction for full replacement of athletic field sod, new irrigation, site amenities, site circulation, ADA	\$235,000 PAYG
<b>2. Barcroft Park Modernization</b> – design and construction for full replacement of athletic field sod on four diamond fields	\$250,000 PAYG
<b>3. Virginia Highlands Park Modernization</b> - design and construction for full replacement of two diamond fields including athletic field sod, new irrigation, site amenities, site circulation, ADA	\$300,000 PAYG
<b>4. Alcova Heights Park Modernization</b> - design and construction for full replacement of athletic field sod, new irrigation, site amenities, site circulation, ADA	\$225,000 PAYG
<b>5. Stratford Park Modernization</b> -design and construction for full replacement of baseball and rectangular fields including athletic field sod, new irrigation, site amenities, site circulation, ADA	\$370,000 PAYG
<b>6. Fort C.F. Smith Park Modernization</b> – design and construction for renovation of stone dust pedestrian path, site circulation, milling and repaving parking lot, repair maintenance road	\$600,000 PAYG
<b>7. Custis Trail</b> – design and construction for milling and paving, asphalt repair, drainage and site furnishings	\$273,000 PAYG
<b>8. Athletic Field Fund</b> – fund from youth sports affiliate group assessments	\$130,000 PAYG
<b>9. Tyrol Hills Park Modernization</b> – design and construction for full replacement of the playground equipment, safety surfacing, site amenities, site circulation, drainage, landscaping and ADA	\$685,000 Bond
<b>10. Dawson Terrace Park Modernization</b> – design and construction for full replacement of the playground equipment, safety surfacing, basketball court, lights, athletic field, fence, parking lot, site amenities, site circulation, drainage, landscaping, ADA	\$1,340,000 Bond
<b>11. Marcey Road Park Modernization</b> – design and construction to replace two lighted tennis courts, lighted basketball court, electric panel box, gazebo, repointing and renovation of retaining walls, address erosion issues, site amenities, site drainage, site circulation, ADA	\$1,400,000 Bond
<b>12. Eads Park Modernization</b> - design and construction for full replacement of the playground equipment, gazebo, safety surfacing, site amenities, site circulation, drainage, landscaping and ADA	\$850,000 Bond
<b>13. Quincy Park Modernization</b> – design and construction for full replacement of 6 lighted tennis courts, fencing, site furnishings	\$1,890,000 Bond
<b>TOTAL</b>	<b>\$8,548,000</b>



## 02 Park Enhancement Grants

Capital Cost Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Cost Estimates</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total		
A & E	18	18	18	18	19	19	19	20	20	20	189	<i>This program is funded and spent annually. There are adopted guidelines for the program.</i>	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0		
Construction	82	85	88	91	94	97	100	103	107	110	957		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0		
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Project Cost</b>	<b>100</b>	<b>103</b>	<b>106</b>	<b>109</b>	<b>113</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>127</b>	<b>130</b>	<b>1,146</b>		
Funding Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Funding Schedule</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total		
<b>New Funding</b>													<i>Funded annually through PAYG. Projects do not meet criteria for bond funds.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0		
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		
Other Funding	0	0	0	0	0	0	0	0	0	0	0		
PAYG	100	103	106	109	113	116	119	123	127	130	1,146		
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0		
<b>Subtotal New Funding</b>	<b>100</b>	<b>103</b>	<b>106</b>	<b>109</b>	<b>113</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>127</b>	<b>130</b>	<b>1,146</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0		
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total Revenues</b>	<b>100</b>	<b>103</b>	<b>106</b>	<b>109</b>	<b>113</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>127</b>	<b>130</b>	<b>1,146</b>		
Projected Additional Operating Costs (in \$1,000s)											<b>10 Year</b>	<b>Notes on Operating Costs</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>Net operating and maintenance capital impact is minimal and unpredictable since this is a grant program and specific projects are unknown.</i>	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0		
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0		
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0		
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Less Fees	0	0	0	0	0	0	0	0	0	0	0		
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

# LOCAL PARKS AND RECREATION PROGRAMS

## PARKS LAND ACQUISITION AND OPEN SPACE

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 03 Parks Land Acquisitions and Open Space

#### Project Description

Arlington County is nationally recognized for the quality and diversity of its open spaces and public recreational opportunities. Maintaining that high level of stewardship and responsiveness to community needs is a continual challenge because of the county’s small size, its high population density, and the pressures and impacts of urban growth on surviving natural areas and open land. The purpose of the Parks Land Acquisition and Open Space program is to have reserves on hand that allow the County to strategically acquire real property for parks and open space based on recommendations in the Public Spaces Master Plan and Land Acquisition and Preservation Policy. Land may also be acquired through site plan contributions, such as the recent Penrose Square acquisition, or Transfer of Development Rights. As part of CIP adoption, the County Board noted that parks land acquisition is a significant priority and that if additional one-time funding became available, that funding for parks and open space land acquisition be increased.

<b>Associated Master Plan:</b> Land Acquisition and Preservation Policy (LAPP), Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i>County Board adoption of Land Acquisition and Preservation Policy (LAPP)</i> <p style="text-align: right;"><b>December 2012</b></p>	<b>Advisory Commission:</b> Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

Potential acquisitions are based on the compatibility to a number of program goals and criteria identified in the Land Acquisition and Preservation Policy and Public Spaces Master Plan. In addition to the acquisition, the program funds ancillary activities (appraisals, surveys, environmental assessments, demolition, and site restoration).

#### Changes from Prior CIP

### 03 Parks Land Acquisitions and Open Space

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	1,000	0	3,000	0	4,440	0	3,000	0	3,000	0	14,440	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>4,440</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>14,440</b>	

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	1,000	0	3,000	0	4,440	0	3,000	0	3,000	0	14,440	
<b>Subtotal New Funding</b>	<b>1,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>4,440</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>14,440</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>1,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>4,440</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>14,440</b>	

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# LOCAL PARKS AND RECREATION PROGRAMS

## SYNTHETIC TURF PROGRAM

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 04 Synthetic Turf Program

#### Project Description

The synthetic turf program is largely focused on replacement of existing synthetic turf fields that are approaching the end of their useful life. At the end of 2011, the County had ten synthetic turf athletic fields, and by the end of 2013, the County will have 12 fields with the addition of the baseball field at Barcroft Park and the community field at Rocky Run Park. The secondary component of the program is the conversion of existing grass turf to synthetic turf. The CIP includes the possible addition of two fields in 2016 & 2017, funded through bonds, PAYG, and funds generated from youth sports affiliate group fees (Field Fund), as well as the possible addition of two more fields in FY 2022 to be funded by a combination of PAYG and new partnerships with universities, sports organization or other donors. County staff is currently developing principles for County Board consideration that would govern and encourage future partnerships; a draft is expected to be released early fall of 2012. An additional field is also planned beyond the FY2013-FY2022 CIP for Long Bridge Park.

<b>Associated Master Plan:</b> Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i>Construction Plans</i> 90 - 120 days <i>Permitting and Bidding</i> 60 - 90 days <i>Substantial Completion</i> 120 - 160 days <i>Ribbon Cutting</i> 30 - 45 days	<b>Advisory Commission:</b> Sports Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

Synthetic grass has a similar feel, foot movement, ball response, and appearance to natural grass. Since Arlington installed its first synthetic field in 2002, it has proved to be a very effective artificial surface that can sustain significant hours of play all year round, no matter what the weather. Synthetic turf has outstanding field performance, durability, safety for the athletes and is environmentally friendly. Due to the additional playability of synthetic grass fields, the goal is to light all synthetic turf fields so that they are available for evening play, thereby maximizing the investment. Conversion costs involve installation of synthetic grass, in-fill underground drainage systems, lighting, and site amenities including site furnishings, pathways, landscaping and permanent or portable restrooms as needed.

#### Changes from Prior CIP

The FY2011 - FY2016 CIP showed the replacement of one existing synthetic field per year at a cost of \$1.4 million. Based on experience and efficiencies developed with the first two field replacements at Gunston and Virginia Highlands, the price per field replacement has been reduced. With a total of 12 synthetic fields in the County inventory by the end of FY 2013, the capital cost schedule anticipates the replacement of approximately 2 fields per year.

## 04 Synthetic Turf Program

Capital Cost Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Cost Estimates</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total		
A & E	0	100	205	218	213	222	238	239	252	692	2,379	FY2013 includes full replacement of the existing synthetic field at Barcroft Park including under drain system, carpet, adjacent slopes and site amenities. Partnerships to share capital and operating costs such as the recent successes with Marymount and George Washington Universities are desirable.	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0		
Construction	1,055	911	1,851	1,967	1,913	2,005	2,138	2,151	2,269	6,225	22,485		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0		
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Project Cost</b>	<b>1,055</b>	<b>1,011</b>	<b>2,056</b>	<b>2,185</b>	<b>2,126</b>	<b>2,227</b>	<b>2,376</b>	<b>2,390</b>	<b>2,521</b>	<b>6,917</b>	<b>24,864</b>		
Funding Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Funding Schedule</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total		
<b>New Funding</b>													Replacement of fields through the Parks Maintenance Capital Program is funded primarily through PAYG. Other funding includes contribution from Schools for their share of fields co-located at high schools as well as contributions from Marymount and other partnerships. Other previously approved funds are the youth sports affiliate group fees collected annually. New synthetic conversions and new field locations include field lighting and other long term infrastructure and are funded through local parks and recreation bonds.
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0		
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		
Other Funding	0	450	900	0	0	500	0	250	0	2,450	4,550		
PAYG	1,055	561	1,156	0	1,126	1,727	2,376	2,140	2,521	3,967	16,629		
New Bond Referenda	0	0	0	2,185	0	0	0	0	0	0	2,185		
<b>Subtotal New Funding</b>	<b>1,055</b>	<b>1,011</b>	<b>2,056</b>	<b>2,185</b>	<b>1,126</b>	<b>2,227</b>	<b>2,376</b>	<b>2,390</b>	<b>2,521</b>	<b>6,417</b>	<b>23,364</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	0	0	0	0	1,000	0	0	0	0	500	1,500		
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>1,500</b>		
<b>Total Revenues</b>	<b>1,055</b>	<b>1,011</b>	<b>2,056</b>	<b>2,185</b>	<b>2,126</b>	<b>2,227</b>	<b>2,376</b>	<b>2,390</b>	<b>2,521</b>	<b>6,917</b>	<b>24,864</b>		
Projected Additional Operating Costs (in \$1,000s)											<b>10 Year</b>	<b>Notes on Operating Costs</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	Replacement of existing synthetic turf fields should have minimal impact to operating costs. New conversions and new field locations have an anticipated operating cost impact of \$40k annually.	
Operations Costs (+/-)	0	0	0	40	80	80	80	80	80	160	600		
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0		
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0		
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0		
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>160</b>	<b>600</b>		
Less Fees	0	0	0	0	0	0	0	0	0	0	0		
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>160</b>	<b>600</b>		

**PROJECTED SYNTHETIC FIELD REPLACEMENT SCHEDULE  
CAPITAL COSTS FY 2013 - FY 2022**

SOCCER FIELDS	Year										
	Installed	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
1 Barcroft Park*	2005	1,055								1,261	
2 Wakefield Stadium	2004		1,011								1,259
3 W&L Stadium	2005			1,028							
4 Greenbrier Park	2005			1,028							
5 TJ Park	2010						1,114				
6 Long Bridge Park #1	2011						1,114				
7 Long Bridge Park #3	2011							1,188			
8 Long Bridge Park #4	2011							1,188			
9 Gunston Park	2011								1,195		
10 Barcroft Park Baseball	2012								1,195		
11 Va. Highlands Park	2012									1,261	
12 Rocky Run	2013										1,259
13 Field Location TBD	New				2,185						
14 Field Location TBD	New					2,126					
15 Field Location TBD ***	New										2,200
16 Field Location TBD ***	New										2,200
<b>Total Costs</b>		<b>1,055</b>	<b>1,011</b>	<b>2,056</b>	<b>2,185</b>	<b>2,126</b>	<b>2,227</b>	<b>2,376</b>	<b>2,390</b>	<b>2,521</b>	<b>6,917</b>

**SOURCES OF FUNDS**

GO Bonds	-	-	-	2,185	-	-	-	-	-	-	2,185
PAYG	1,055	561	1,156	-	1,126	1,727	2,376	2,140	2,521	3,967	16,629
Field Fund	-	-	-	-	1,000	-	-	-	-	500	1,500
Schools contribution	-	450	900	-	-	-	-	-	-	450	1,800
Partnership or other contribution	-	-	-	-	-	500	-	250	-	2,000	2,750
<b>Total Sources</b>	<b>1,055</b>	<b>1,011</b>	<b>2,056</b>	<b>2,185</b>	<b>2,126</b>	<b>2,227</b>	<b>2,376</b>	<b>2,390</b>	<b>2,521</b>	<b>6,917</b>	<b>24,864</b>

Assumes 8 year useful life. Some schedules have been adjusted to even out the funding with an eventual goal of two field replacements per year.

Assumes inflation of 3% starting in FY 2014, compounded annually

Cost includes replacement of the carpet, repairs to under drain system, site amenities, repair of adjacent slopes, design, testing,/surveying, and construction administration.

\*Barcroft Park FY2013 includes full replacement of field including regrading and under drain system in addition to the above.

\*\*\*As funding allows this program will consider the conversion of additional fields through potential financial partnerships with Arlington Public Schools, universities and sports organizations.



10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
05 Long Bridge Park	51,012	21,250	0	0	0	0	0	0	0	3,914	76,176
06 Tyrol Hills Park	185	0	1,591	0	0	0	0	0	0	0	1,776
07 Jennie Dean Park	0	0	5,835	0	6,190	0	6,567	0	6,967	0	25,559
08 Four Mile Run Near-Stream Improvements	0	0	0	219	0	2,122	0	1,126	0	11,941	15,408
09 Crystal City Parks and Open Space	0	0	0	289	2,983	0	316	0	3,357	0	6,945
10 Four Urban Parks in Ballston-Virginia Square	0	0	0	0	563	0	2,985	0	3,167	0	6,715
11 Mosaic Park	0	0	0	0	0	0	328	0	3,294	0	3,622
12 Glebe and Randolph Park	0	0	0	0	0	0	299	0	3,167	0	3,466
13 Ballston Pond	0	0	0	0	0	0	0	0	988	0	988
<b>Total Recommendation</b>	<b>51,197</b>	<b>21,250</b>	<b>7,426</b>	<b>508</b>	<b>9,736</b>	<b>2,122</b>	<b>10,495</b>	<b>1,126</b>	<b>20,940</b>	<b>15,855</b>	<b>140,655</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
Developer Contributions	20,000	0	0	0	0	0	0	0	0	0	20,000
New Bond Referenda	21,435	21,250	7,426	508	9,736	2,122	10,495	1,126	20,940	15,855	110,893
<b>Subtotal New Funding</b>	<b>41,435</b>	<b>21,250</b>	<b>7,426</b>	<b>508</b>	<b>9,736</b>	<b>2,122</b>	<b>10,495</b>	<b>1,126</b>	<b>20,940</b>	<b>15,855</b>	<b>130,893</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	8,000	0	0	0	0	0	0	0	0	0	8,000
Issued but Unspent Bonds	1,762	0	0	0	0	0	0	0	0	0	1,762
<b>Subtotal Previously Approved Funding</b>	<b>9,762</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,762</b>
<b>Total Funding Sources</b>	<b>51,197</b>	<b>21,250</b>	<b>7,426</b>	<b>508</b>	<b>9,736</b>	<b>2,122</b>	<b>10,495</b>	<b>1,126</b>	<b>20,940</b>	<b>15,855</b>	<b>140,655</b>

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 05 Long Bridge Park

#### Project Description

The new 30-acre Long Bridge Park is located at the north end of Crystal City. The park master plan, which was adopted by the County Board in 2004 and will be updated in 2012 to reflect the recent exchange of property with Monument Realty, provides a blueprint for development of this former industrial site into a world-class park and recreation area. The new park will help transform the area into a showplace of environmentally sound redevelopment, with a central expanse of attractive public green spaces and high quality indoor and outdoor recreation facilities that provide a comprehensive destination and are conveniently linked with the nearby urban corridor. The final design and construction of the park is planned in four phases over more than a decade. Construction of Phase I of the park was completed in November 2011. Phase II, the aquatics, health and fitness facility and surrounding 10-acre park area, is currently under design with construction funding adopted for FY2013. Phase IIIA, the S. 6th Street entry features at the south end of the park, is identified for FY 2013 funding from capital sources to be recommended by the County Manager. Phase IIIB, the final components of the outdoor park, is planned for design in FY2020. Construction of Phase IIIB and design and construction of Phase IV, the final components of the health and fitness portion of the building, are beyond the window of the FY2013-FY2022 CIP.

<b>Associated Master Plan:</b> Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i>Completion of construction drawings Phase II</i> <b>Winter 2013</b> <i>Permitting and bid award Phase II</i> <b>Spring 2013</b> <i>Construction start Phase II</i> <b>Summer 2013</b> <i>Construction completion of Phase IIIA</i> <b>Summer 2013</b> <i>Construction completion Phase II</i> <b>Summer 2015</b>	<b>Advisory Commission:</b> Arlington Commission for the Arts, Disability Advisory Commission, Environment and Energy Conservation Commission, Park and Recreation Commission, Sports Commission, Transportation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

The Phase II and III projects advance the design and construction of the next two phases of the park. The County completed Phase I in November 2011, which included three full size, lighted synthetic turf athletic fields, esplanade, walkways throughout the park, site furnishings, restrooms and storage buildings, parking, landscaping, rain gardens, environmental remediation, major utility work and reconstruction of Long Bridge Drive and S. 6th Street. Phase II is currently under final design and includes the initial phase of the aquatics, health and fitness center featuring a 50-meter X 25-yard competition pool, teaching pool, family leisure pool, therapy pool and wet classrooms/party rooms. In addition to the major aquatics component, Phase II includes an indoor fitness area for cardiovascular equipment and weight training, fitness classes, and community space as well as development of the surrounding ten-acre park including surface parking, continuation of the esplanade, public art and a variety of outdoor public spaces. Phase III finishes off the outdoor components of the park. Phase III construction is divided into Phase IIIA, which finishes off the S. 6th Street entry features including the play element, and Phase IIIB, which includes a fourth synthetic turf field, structured parking, second storage building, and an observation bridge and raised walkway over the CSX railroad tracks. Phase IV finishes off the building with a large multi-sport activity center, climbing wall, elevated track, rooms for racquet sports, and additional fitness and community spaces.

#### Changes from Prior CIP

The FY2011 - FY2016 CIP included construction funds for Phase II construction and Phase III design. These numbers have been updated to include inflation for both phases and additional dollars for current technologies related to energy efficiency for the mechanical systems for the Phase II building.

## 05 Long Bridge Park

Capital Cost Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Cost Estimates</b> <i>Phase II includes building and site construction, environmental remediation, public art, FFE and administration/project management. Phase IIIA includes design costs, construction, and administration/project management. Phase IIIB includes design costs and administration/project management. Construction of Phase IIIB is outside the timeline of the FY2013 - FY2022 CIP.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total	
A & E	281	0	0	0	0	0	0	0	0	3,914	4,195	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	52,171	21,250	0	0	0	0	0	0	0	0	73,421	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>52,452</b>	<b>21,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,914</b>	<b>77,616</b>	

Funding Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Funding Schedule</b> <i>Funding of the four phases of the park master plan is based on a combination of FY 2012 close-out funds, local parks and recreation bond funds combined with private funding from partnership(s) and the sale of density from the park site to a developer(s). Because the timing of these contributions is uncertain, the CIP assumes interim financing (e.g., short-term notes) that would allow construction to proceed. Principal borrowed would be repaid by outside contributions.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	20,000	0	0	0	0	0	0	0	0	0	20,000	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	21,250	21,250	0	0	0	0	0	0	0	3,914	46,414	
<b>Subtotal New Funding</b>	<b>41,250</b>	<b>21,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,914</b>	<b>66,414</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	8,000	0	0	0	0	0	0	0	0	0	8,000	
Issued but Unspent Bonds	1,762	0	0	0	0	0	0	0	0	0	1,762	
Other Previously Approved Funds	1,440	0	0	0	0	0	0	0	0	0	1,440	
<b>Subtotal Previously Approved Funding</b>	<b>11,202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,202</b>	
<b>Total Revenues</b>	<b>52,452</b>	<b>21,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,914</b>	<b>77,616</b>	

Projected Additional Operating Costs (in \$1,000s)											<b>10 Year</b>	<b>Notes on Operating Costs</b> <i>Net operating impact for Phase II is anticipated to be in the range of \$1.1 to \$1.4 million annually. Operations costs include both the aquatics, health and fitness facility and the surrounding 10-acre park, including staffing, programming, vendors, utilities, and maintenance. The operations financial model will be revised and refined in preparation for the programs and operations launch as the project progresses. 4 FTE's in FY2015 will bring on board the general manager, plant engineer, aquatics operator and business manager in advance of completion of the facility and park. Additional FTEs will come on line in FY2016.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	340	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	8,750
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>340</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>8,750</b>

## 05 Long Bridge Park

### Associated Costs and Funding Sources

Construction of phase IIIB as well as design and construction of phase IV are beyond this planning horizon.

#### Project/Phase

Phase I	\$ 36.9 M
Phase II	\$ 79.2 M
Phase IIIA	\$ 1.4 M
Phase IIIB design	<u>\$ 3.9 M</u>
Total Long Bridge Park Costs	\$121.4 M

#### **Funding History**

2004 GO Bonds	\$ 50.0 M
Developer Contribution	<u>\$ 3.6 M</u>
Subtotal	\$ 53.6 M

#### **Anticipated Funding**

Developer Contribution	\$ 20.0 M
2012 GO	\$ 42.5 M
Capital Funds	\$ 1.4 M
2020 GO	<u>\$ 3.9 M</u>
Subtotal	<u>\$ 67.8 M</u>
Total Funding	\$121.4 M

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 06 Tyrol Hills Park

#### Project Description

Tyrol Hills Park is heavily used, serving as the major outdoor gathering space for the Columbia Heights West and Forest Glen neighborhoods. The park is used for basketball and volleyball games, picnics, playing on the playground and informal gatherings and also hosts many programmed recreational activities, camps and community events. The project completes the implementation of the Tyrol Hills Park Master Plan, adopted by the County Board in December 2003. This is the third and final phase.

<p><b>Associated Master Plan:</b> Public Spaces Master Plan (PSMP)</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Park Master Plan</i></td> <td><b>December 2003</b></td> </tr> <tr> <td><i>Completion of construction drawings</i></td> <td><b>June 2014</b></td> </tr> <tr> <td><i>Construction start</i></td> <td><b>Summer 2015</b></td> </tr> <tr> <td><i>Construction complete</i></td> <td><b>Spring 2016</b></td> </tr> </table>	<i>Park Master Plan</i>	<b>December 2003</b>	<i>Completion of construction drawings</i>	<b>June 2014</b>	<i>Construction start</i>	<b>Summer 2015</b>	<i>Construction complete</i>	<b>Spring 2016</b>	<p><b>Advisory Commission:</b> Park and Recreation Commission</p>
<i>Park Master Plan</i>	<b>December 2003</b>									
<i>Completion of construction drawings</i>	<b>June 2014</b>									
<i>Construction start</i>	<b>Summer 2015</b>									
<i>Construction complete</i>	<b>Spring 2016</b>									
<p><b>Neighborhood(s):</b> VARIOUS</p>										

#### Project Justification

The project is for the design and build-out of the final phase of the Tyrol Hills Park Master Plan. The project elements include A&E, comfort station, drinking fountain, picnic shelter, paved plaza, site furnishings, and landscaping. Two other phases of the master plan have been implemented through the Neighborhood Conservation Program.

#### Changes from Prior CIP

Costs have been updated to reflect inflation for the last two years at 3% annually.

## 06 Tyrol Hills Park

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	<i>Costs are shown in 2012 dollars.</i>
A & E	185	0	0	0	0	0	0	0	0	0	185	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	1,591	0	0	0	0	0	0	0	1,591	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>185</b>	<b>0</b>	<b>1,591</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,776</b>	
Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	185	0	1,591	0	0	0	0	0	0	0	1,776	
<b>Subtotal New Funding</b>	<b>185</b>	<b>0</b>	<b>1,591</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,776</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>185</b>	<b>0</b>	<b>1,591</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,776</b>	
Projected Additional Operating Costs (in \$1,000s)											<i>Notes on Operating Costs</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	<i>Operations costs are projected to include utilities, restroom cleaning, landscape maintenance and some staff time.</i>
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	55	55	55	55	55	55	55	385	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>385</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>385</b>	

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 07 Jennie Dean Park

#### Project Description

The Shirlington area is undergoing significant redevelopment, bringing new residents and businesses to an area that was once industrial. Over the last ten years, the County has strategically increased the park space at Jennie Dean Park through the assemblage of five new properties. The properties, temporarily in use for a variety of County and non-County functions, will be developed as an important recreation, cultural and environmental resource to serve this vibrant area of the County as recommended in the Public Spaces Master Plan. A park master plan will be developed in 2012-2013, including recommendations for phased development of the existing park and new open space parcels.

<b>Associated Master Plan:</b> Land Acquisition and Preservation Policy (LAPP), Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i>Develop park master plan</i> <p style="text-align: center;"><b>Fall 2012-Summer 2013</b></p>	<b>Advisory Commission:</b> Arlington Commission for the Arts, Park and Recreation Commission, Sports Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

Jennie Dean Park encompasses both an existing park with a significant inventory of aging facilities that are at or beyond their useful life and a combination of recently acquired parcels and parcels to be acquired in the future. The master plan will provide the opportunity to realign existing park features as well as add new features to meet the growing demand for active recreation and cultural resources in the Shirlington area. Once the park master plan has been adopted, the park will be implemented in phases over the FY2013-FY2022 CIP.

The first phase will focus on implementing improvements on the south and east side of the park in the area generally encompassed by the existing Jennie Dean Park and the new park parcels at 3660 S. 27th Street and 3600 S. Four Mile Run Drive. It will include the maintenance capital - type replacement of all current amenities (lighted tennis and basketball courts, lighted diamond fields, restrooms, playground, parking, site amenities, pathways, gazebo) as well as the amenities planned for the new acreage, which involves 5 new properties. The phasing will focus on the existing Jennie Dean Park, the LaPorte site and the old Motorola site as the first phase. Future phases will need to be determined but include the Old Signature Theatre site, warehouse building and 3700 S. Four Mile Run Drive (currently serving as DPR office space).

#### Changes from Prior CIP

Jennie Dean Park was identified in the FY2011 - FY2016 CIP as a project beyond the six year planning horizon. Because of the need for complete renovation of the existing park facilities, funding is planned for FY2015 following completion of the park master plan.

# 07 Jennie Dean Park

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	583	0	619	0	657	0	697	0	2,556	<i>Density from the new park parcels will be considered for potential TDR's to offset the cost of park development and land acquisition.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	5,252	0	5,571	0	5,910	0	6,270	0	23,003	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>5,835</b>	<b>0</b>	<b>6,190</b>	<b>0</b>	<b>6,567</b>	<b>0</b>	<b>6,967</b>	<b>0</b>	<b>25,559</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>The operating budget will be developed after the final design elements of the park master plan are determined.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	5,835	0	6,190	0	6,567	0	6,967	0	25,559	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>5,835</b>	<b>0</b>	<b>6,190</b>	<b>0</b>	<b>6,567</b>	<b>0</b>	<b>6,967</b>	<b>0</b>	<b>25,559</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>5,835</b>	<b>0</b>	<b>6,190</b>	<b>0</b>	<b>6,567</b>	<b>0</b>	<b>6,967</b>	<b>0</b>	<b>25,559</b>	
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>The operating budget will be developed after the final design elements of the park master plan are determined.</i>
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 08 Four Mile Run Near-Stream Improvements

#### Project Description

The Four Mile Run Master Plan, which was adopted by the County Board in 2006, is the result of an extensive inter-jurisdictional, inter-agency, and citizen-based collaborative effort. Staff and citizens from Arlington County and the City of Alexandria, along with the Northern Virginia Regional Commission (NVRC) and the United States Army Corps of Engineers (USACE), developed the overall scope for the stream restoration effort and managed the master planning process. The plan focuses on the lower two miles of Four Mile Run from Shirlington Road to the Potomac River. The master plan represents a bold vision that enhances environmental, recreational, and open space resources and enhances the urban vitality of both jurisdictions.

<b>Associated Master Plan:</b> Four Mile Run Design Guidelines, Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i>Planning effort with City of Alexandria to develop the master plan and design for "South Park"</i>	<b>Advisory Commission:</b> Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS	2015	

#### Project Justification

The Four Mile Run Master Plan will be implemented over several decades. Following the adoption of the master plan, the initial focus was on the development of design guidelines and the design of the tidal corridor in-stream improvements, but the plan also envisions improvements to the parks and open space adjacent to the stream, including the removal of one of several unused bridges at the mouth of Four Mile Run and adaptive reuse of one of these bridges to create exciting public space adjacent to Potomac Yards development, as well as numerous plazas, promenades, and other public gathering spaces along both the Arlington and Alexandria sides of the Four Mile Run. This project will begin to implement these important parks and open spaces in phases, beginning with the joint effort with the City of Alexandria to plan and develop "South Park" at the mouth of Four Mile Run as well as development of Four Mile Run Park. The projects include public art.

#### Changes from Prior CIP

The project was not identified in the FY2011-FY2016 CIP.

## 08 Four Mile Run Near-Stream Improvements

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	219	0	0	0	1,126	0	0	1,345
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	2,122	0	0	0	0	2,122
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	11,941	11,941
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>0</b>	<b>2,122</b>	<b>0</b>	<b>1,126</b>	<b>0</b>	<b>11,941</b>	<b>15,408</b>

Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	219	0	2,122	0	1,126	0	11,941	15,408
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>0</b>	<b>2,122</b>	<b>0</b>	<b>1,126</b>	<b>0</b>	<b>11,941</b>	<b>15,408</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>0</b>	<b>2,122</b>	<b>0</b>	<b>1,126</b>	<b>0</b>	<b>11,941</b>	<b>15,408</b>

Projected Additional Operating Costs (in \$1,000s)											<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 09 Crystal City Parks and Open Space

#### Project Description

The project begins to implement the initial anticipated parks and open spaces identified in the adopted Crystal City Sector Plan. The parks and plazas identified in the plan will provide diverse recreational opportunities to residents and workers in Crystal City.

<b>Associated Master Plan:</b> Crystal City Sector Plan, Land Acquisition and Preservation Policy (LAPP), Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>	<b>Advisory Commission:</b> Park and Recreation Commission, Sports Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

The Crystal City Sector plan envisions that over time the automobile-oriented neighborhood form will take on a more urban character as a modern, mixed-use area. One of the goals of the plan is a focus on establishing a public open space network that is comprised of a variety of high-quality parks and plazas, fully accessible to and usable by the public. With each redevelopment project that results in the loss of an existing park or plaza, the Sector Plan includes a mandate to concurrently replace that loss with a new public open space or provide physical improvements and dedicated public access to an existing space. Based on the best current information on the timing of the initial redevelopment projects and street improvements, the 15th Street mini-park is likely to be the first project undertaken per the recommendations of the sector plan. The gateway park at the northern terminus of Crystal Drive and the 23rd Street Market plaza at the intersection of S. Clark and S. Bell Streets are anticipated to be the next parks undertaken. Projects may be adjusted depending on the actual sequence of redevelopment and street improvements. Initiating the master planning efforts and subsequent design and construction phases for these spaces is a critical first step in laying the groundwork for the future public open space network in Crystal City.

## 09 Crystal City Parks and Open Space

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	289	0	0	316	0	0	0	605	<b>Notes on Funding Schedule</b>  <i>There are a number of parks and open spaces identified in the Crystal City Sector Plan. While it is assumed that funding for these first two parks will be funded by the County, there is the potential for funding of other park improvements through a combination of County and developer funds. All temporary parks should be funded by the developers.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	2,983	0	0	0	3,357	0	6,340	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>2,983</b>	<b>0</b>	<b>316</b>	<b>0</b>	<b>3,357</b>	<b>0</b>	<b>6,945</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>Operating budgets will be developed after the final design elements of these parks and open spaces are determined as part of future park master planning.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	289	2,983	0	316	0	3,357	0	6,945	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>2,983</b>	<b>0</b>	<b>316</b>	<b>0</b>	<b>3,357</b>	<b>0</b>	<b>6,945</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>2,983</b>	<b>0</b>	<b>316</b>	<b>0</b>	<b>3,357</b>	<b>0</b>	<b>6,945</b>	
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 10 Four Urban Parks in Ballston-Virginia Square

#### Project Description

Maury, Herselle Milliken, Oakland and Gumball Parks are four small parks located in the Ballston-Virginia Square area. These parks, which currently have a minimum level of amenities, will provide much needed recreation opportunities to the residents and businesses in this increasingly dense area of the County. Park master plans will be developed for the four parks along with implementation of the parks in a phased approach.

<b>Associated Master Plan:</b> Ballston Sector Plan, Public Spaces Master Plan (PSMP), Virginia Square Sector Plan	<b>Critical Milestones:</b>	<b>Advisory Commission:</b> Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

This project is to develop park master plans and phased implementation plans for Maury, Herselle Milliken, Oakland and Gumball Parks. The purpose of the master plan is to identify community needs and priorities, taking into consideration that these four small parks are located in close proximity and should have complementary rather than duplicative features. The development of the master plan for Maury and Herselle Milliken will need to address the recently acquired parcel that now links the two parks together. The 2005 Public Spaces Master Plan recommends developing a park master plan for these parks. The Virginia Square Sector plan also recommends that these parks be master planned together as described in Recommendation #71.

#### Changes from Prior CIP

These four urban parks in Ballston-Virginia Square were identified in the FY2011 - FY2016 CIP as a project beyond the six year planning horizon.

## 10 Four Urban Parks in Ballston-Virginia Square

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	563	0	0	0	0	0	563	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	2,985	0	3,167	0	6,152	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>563</b>	<b>0</b>	<b>2,985</b>	<b>0</b>	<b>3,167</b>	<b>0</b>	<b>6,715</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	563	0	2,985	0	3,167	0	6,715	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>563</b>	<b>0</b>	<b>2,985</b>	<b>0</b>	<b>3,167</b>	<b>0</b>	<b>6,715</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>563</b>	<b>0</b>	<b>2,985</b>	<b>0</b>	<b>3,167</b>	<b>0</b>	<b>6,715</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

*The operating budget will be developed after the final design elements of the park master plan are determined.*

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 11 Mosaic Park

#### Project Description

The park master plan for Mosaic Park, which was adopted in 2009, demonstrates the County's commitment to high quality aesthetics, public participation, and innovation. The visually stunning design for the new park includes street trees that will eventually grow into an urban canopy, grass and open spaces, a multipurpose court, basketball court, children's play area, an interactive water feature, urban plaza and sustainable design elements. These features were the result of an extensive public participation process that included meetings with the local community and other stakeholders near the park. Through iterations and comments, the community was influential in shaping the final master plan. The funds to create the park were made possible by applying an innovative transfer of development rights process. The vision for this park is the result of Arlington County's willingness to work closely with developers to create a win-win situation for both community and private interests. Implementation of this last phase of the master plan represents the planned park improvements for the north east portion of the park along N. Pollard Street to N. 6th Street. The phased implementation is a result of incremental redevelopment of adjacent private properties. Implementation of this second phase is timed to occur with the future redevelopment of the Gold's Gym site.

<b>Associated Master Plan:</b> North Quincy Street Plan, Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>	<b>Advisory Commission:</b> Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

The final phase of the park includes the basketball court, remaining flexible use lawn area and walkways, and other park amenities.

# 11 Mosaic Park

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b> <i>Land acquisition costs are anticipated to be covered by developer contribution and/or parks land acquisition funds.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	328	0	0	0	328	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	3,294	0	3,294	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>0</b>	<b>3,294</b>	<b>0</b>	<b>3,622</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b> <i>\$6.6 million from the transfer of development rights with the Founders Square project is being used to fund the design and construction for implementation of the first phase of the park master plan.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	328	0	3,294	0	3,622	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>0</b>	<b>3,294</b>	<b>0</b>	<b>3,622</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>0</b>	<b>3,294</b>	<b>0</b>	<b>3,622</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b> <i>The operating budget will be developed after the final design elements of the park master plan are determined.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 12 Glebe and Randolph Park

#### Project Description

The park is adjacent to the Ballston Common Mall at the intersection of North Glebe Road and North Randolph Street. The park is a combination of County-owned property and public access easements for the park. The project includes development of a park master plan and final design and construction of the park. Because the project is planned for the later part of the ten-year CIP, an interim plan is being developed for short-term improvements to the park that will enhance the aesthetics and usability of the park during the next decade.

<b>Associated Master Plan:</b> Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i>Develop interim park design</i> <b>April 2012</b> <i>Public meetings</i> <b>May-June 2012</b> <i>Implement interim park</i> <b>Summer 2012</b>	<b>Advisory Commission:</b> Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

The County is interested in creating something special with this triangularly-shaped one-acre park adjoining the Ballston Common Mall. A park master plan will be developed through a community process to determine what elements will form the park.

## 12 Glebe and Randolph Park

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	299	0	0	0	299	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	3,167	0	3,167	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>299</b>	<b>0</b>	<b>3,167</b>	<b>0</b>	<b>3,466</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	299	0	3,167	0	3,466	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>299</b>	<b>0</b>	<b>3,167</b>	<b>0</b>	<b>3,466</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>299</b>	<b>0</b>	<b>3,167</b>	<b>0</b>	<b>3,466</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

*The operating budget will be developed after the final design elements of the park master plan are determined.*

# LOCAL PARKS AND RECREATION PROGRAMS

## PARK MASTER PLANS

LOCAL PARKS AND RECREATION PROGRAMS  
2013 – 2022 CIP

### 13 Ballston Pond

#### Project Description

The Ballston Pond was originally designed and constructed as a stormwater detention facility when the I-66 highway was built, to collect and slow down the stormwater runoff from I-66. Over the years, the pond has been filling up with sediments deposited by the stormwater runoff, which slows down when it reaches the pond. Retrofitting the Ballston Beaver Pond is a high priority project in the County's stormwater management program. The plan that has been designed incorporates features such as boardwalks, trails and interpretation which are unable to be funded through the County's watershed funds. This project is for the final design and implementation of the trails and boardwalks.

<b>Associated Master Plan:</b> Public Spaces Master Plan (PSMP), Storm Water Master Plan	<b>Critical Milestones:</b>	<b>Advisory Commission:</b> Environment and Energy Conservation Commission, Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS		

# 13 Ballston Pond

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	95	0	95		
Land Acquisition	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	893	0	893		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0		
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0		
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>988</b>	<b>0</b>	<b>988</b>		

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0		
Developer Contributions	0	0	0	0	0	0	0	0	0	0		
Other Funding	0	0	0	0	0	0	0	0	0	0		
PAYG	0	0	0	0	0	0	0	0	0	0		
New Bond Referenda	0	0	0	0	0	0	0	988	0	988		
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>988</b>	<b>0</b>	<b>988</b>		
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0		
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>988</b>	<b>0</b>	<b>988</b>		

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0		
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0		
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0		
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0		
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0		
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0		
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Less Fees	0	0	0	0	0	0	0	0	0	0		
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

*The operating budget will be developed after the final design elements of the park master plan are determined.*

# COMMUNITY CONSERVATION PROGRAMS

### **Program Description**

This program will improve the quality and appearance of public areas in Arlington's residential neighborhoods and commercial corridors, which are critical in order to achieve the vision of a world class urban community. Not only does the program build much needed infrastructure within neighborhoods, it also builds community.

### **Program Summary**

Programs include Neighborhood Conservation which enhances residential areas by providing citizen-initiated public improvements based upon regularly updated neighborhood plans. Neighborhood Conservation projects include street improvements, residential traffic management, park enhancements, street lighting, beautification and landscaping projects.

The Community Conservation program has and continues to support development along the Columbia Pike corridor. Penrose Square is the first and largest of three new squares planned within the Columbia Pike Town Center node. The project includes a water feature, hardscape, landscaping, site furnishings, retaining walls and public art.

This program also supports the Shirlington Road Special Revitalization District. This district will be anchored by an urban plaza in the form of the Nauck Town Square. This project will serve as the social and cultural center for the neighborhood and surrounding areas and also demonstrates the County's commitment to the revitalization of this neighborhood's commercial district. Associated with the Nauck Town Square is the Nauck Infrastructure Fund which assists in off-setting costs associated with making public improvements designed to benefit the community. These improvements include streetscape, utility undergrounding, lighting, landscaping, transportation improvements, shared parking and other approved planning or design assistance.

### **Master Plan Impact**

Both the Neighborhood Conservation and Commercial Revitalization projects are identified in Neighborhood Conservation Plans, which are the result of an extensive planning process engaged in by civic associations with the assistance of NC staff. Commercial Revitalization projects relate to and implement recommendations in community plans such as Sector Plans, the Columbia Pike Initiative and other area revitalization plans.

COMMUNITY CONSERVATION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Neighborhood Conservation	12,900	11,947	8,630	6,046	6,063	6,080	6,597	6,615	6,633	6,652	78,163
Penrose Square	0	0	0	0	1,798	0	2,346	0	0	0	4,144
Nauck Investment Fund	0	0	0	0	1,688	0	0	0	0	0	1,688
Nauck Town Square	1,600	0	0	0	0	0	3,164	0	0	0	4,764
<b>Total Recommendation</b>	<b>14,500</b>	<b>11,947</b>	<b>8,630</b>	<b>6,046</b>	<b>9,549</b>	<b>6,080</b>	<b>12,107</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>88,759</b>

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Master Lease Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	500	515	530	546	563	580	597	615	633	652	5,731
New Bond Funding	5,500	5,500	5,500	5,500	7,486	5,500	11,510	6,000	6,000	6,000	64,496
<b>Subtotal New Funding</b>	<b>6,000</b>	<b>6,015</b>	<b>6,030</b>	<b>6,046</b>	<b>8,049</b>	<b>6,080</b>	<b>12,107</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>70,227</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	1,400	5,000	2,600	0	0	0	0	0	0	0	9,000
Issued but Unspent Bonds	7,100	932	0	0	1,500	0	0	0	0	0	9,532
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>8,500</b>	<b>5,932</b>	<b>2,600</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,532</b>
<b>Total Funding Sources</b>	<b>14,500</b>	<b>11,947</b>	<b>8,630</b>	<b>6,046</b>	<b>9,549</b>	<b>6,080</b>	<b>12,107</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>88,759</b>

FINANCING IMPACT (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
Bond Financing Cost (P&I)	0	385	875	1,420	1,952	2,608	3,148	4,077	4,695	5,255

# COMMUNITY CONSERVATION

## NEIGHBORHOOD CONSERVATION

COMMUNITY  
CONSERVATION  
2013 – 2022 CIP

### **Neighborhood Conservation**

#### **Project Description**

The goal of the Neighborhood Conservation (NC) program is to enhance residential areas by providing citizen-initiated public improvements in a timely manner based upon regularly updated neighborhood plans. The Neighborhood Conservation program funds Street Improvements, Residential Traffic Management, Park Enhancement, Street Lighting, Beautification, and landscaping projects.

#### **Project Justification**

Through NC Program, residents commit to conserve and improve their neighborhood through preparing and updating Neighborhood Conservation Plans that reflect community needs, participating in the deliberation of the Neighborhood Conservation Advisory Committee (NCAC), and nominating plan based improvement projects for funding. All NC projects are identified in NC plan prepared by civic association with assistance provided by NC program staff. As a result of successful collaboration effects between the NCAC and County staff, the NC program constructed 14 projects in calendar year 2011. It is recommended that \$200,000 of the recommended bonding be reserved for the Missing Link Program, which constructs small section of missing sidewalks.

#### **Changes from Prior CIP**

The previously adopted CIP allocated \$0.5 million annually (\$1.0 million over two years) from the paving program to the NC program for each FY 2011 and FY 2012 and \$0.3 million annually (\$0.6 million over two years) from the Stormwater Management Fund to the NC program for each FY 2011 and FY 2012. The current CIP does not reflect this transfer between funds, but instead funds NC directly at a higher level than the last CIP.

# Neighborhood Conservation

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Estimates reflect program funding levels only; individual project costs vary.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	3,870	3,585	1,725	1,210	1,963	1,980	2,000	2,000	2,000	2,000	22,333	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	9,030	8,362	6,905	4,836	4,100	4,100	4,597	4,615	4,633	4,652	55,830	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>12,900</b>	<b>11,947</b>	<b>8,630</b>	<b>6,046</b>	<b>6,063</b>	<b>6,080</b>	<b>6,597</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>78,163</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>Projects are brought to the County Board as part of a routine "funding round" process, typically held twice per year. It is recommended that \$200,000 per bond cycle be reserved for the Missing Link Program, which constructs small sections of missing sidewalks.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	500	515	530	546	563	580	597	615	633	652	5,731	
New Bond Referenda	5,500	5,500	5,500	5,500	5,500	5,500	6,000	6,000	6,000	6,000	57,000	
<b>Subtotal New Funding</b>	<b>6,000</b>	<b>6,015</b>	<b>6,030</b>	<b>6,046</b>	<b>6,063</b>	<b>6,080</b>	<b>6,597</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>62,731</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	1,400	5,000	2,600	0	0	0	0	0	0	0	9,000	
Issued but Unspent Bonds	5,500	932	0	0	0	0	0	0	0	0	6,432	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>6,900</b>	<b>5,932</b>	<b>2,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,432</b>	
<b>Total Revenues</b>	<b>12,900</b>	<b>11,947</b>	<b>8,630</b>	<b>6,046</b>	<b>6,063</b>	<b>6,080</b>	<b>6,597</b>	<b>6,615</b>	<b>6,633</b>	<b>6,652</b>	<b>78,163</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>Minimal operating cost increases are anticipated; most investment addresses streetscape in infrastructure that is low in maintenance. Some projects add street lighting that does incrementally affect utility costs. The new standard for lighting, LED streetlights, significantly offset these incremental costs.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



**Penrose Square**

**Project Description**

The project is for implementation of Phase II of the park master plan, which was adopted by the County Board in July 2008. The new public square is part of the County's ongoing effort to revitalize the Columbia Pike corridor. Phase I of the park is under construction and includes a tree-covered terrace with movable seats and tables, a centrally located paved plaza, a low seating wall, a zero-depth interactive water fountain, mounded lawn areas for casual seating, and public art. Phase II will continue the build out of these features and allow for flexible program space. Upgraded street elements were completed in 2010.

<b>Associated Master Plan:</b> Public Spaces Master Plan (PSMP)	<b>Critical Milestones:</b>  <i><b>Phase I</b></i> <i>Design</i> Fall 2011 <i>Construction</i> Fall 2012 <i><b>Phase II</b></i> <i>Acquire parcel</i> 2016 <i>Construction drawings</i> 2016 <i>Construction start</i> 2019 <i>Ribbon cutting</i> 2020	<b>Advisory Commission:</b> Arlington Commission for the Arts, Park and Recreation Commission
<b>Neighborhood(s):</b> VARIOUS		

**Project Justification**

Penrose Square is the first and largest of three new squares planned within the Columbia Pike Town Center node. The main elements of the new public square include a tree-covered terrace with movable seats and tables, a centrally located paved plaza, a low seating wall and step feature, a zero-depth interactive water fountain that can be turned off to allow for more flexible use of the plaza, mounded lawn areas that provide for casual seating, retaining walls along Columbia Pike and S. Cleveland Street, and a public art feature that relates to local history and provides visual and acoustical interest. It will be an active pedestrian center and gathering spot.

**Changes from Prior CIP**

The FY 2011 - FY2016 CIP includes the Phase II project in FY2013. Based on the anticipated timing for the acquisition, the project has been pushed out for a FY2017 start.

# Penrose Square

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Estimates for Phase II will be refined as design progresses.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	298	0	0	0	0	0	298	
Land Acquisition	0	0	0	0	1,500	0	0	0	0	0	1,500	
Construction	0	0	0	0	0	0	2,346	0	0	0	2,346	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,798</b>	<b>0</b>	<b>2,346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,144</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>It is anticipated that the land acquisition necessary for Phase II will be dedicated in fee from the developer per the Columbia Pike form based code. If additional funds are needed for the acquisition, they will come from the parks land acquisition program.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	298	0	2,346	0	0	0	2,644	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>298</b>	<b>0</b>	<b>2,346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,644</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	1,500	0	0	0	0	0	1,500	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,798</b>	<b>0</b>	<b>2,346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,144</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>Operating costs include utilities, trash pickup, moving, landscaping, and general maintenance. Costs do not include special event support.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	100	100	100	100	100	100	600	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>600</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>600</b>	

## Penrose Square

### Associated Costs and Funding Sources

Penrose Square  
(\$ in 000s)

#### Project/Phase

##### Phase I

Design	\$ 485
Construction and other	<u>\$2,511</u>
Subtotal Phase I	\$2,996

##### Phase II

Design	\$ 298
Land Acquisition	\$1,500
Construction and other	<u>\$2,346</u>
Subtotal Phase II	<u>\$4,144</u>

Total Penrose Square Costs \$7,140

#### Funding Sources

PAYG	\$2,296
Developer Contribution	\$1,600
2004 Community Conservation Bond	\$ 600
2014 Community Conservation Bond	\$ 298
2016 Community Conservation Bond	<u>\$2,346</u>
Total Funding Sources	\$7,140

### **Nauck Investment Fund**

#### **Project Description**

The purpose of this Fund is to assist in offsetting the costs associated with making public improvements designed to benefit the community as outlined in the Nauck Village Center Action Plan (NVCAP). These improvements include streetscapes, utility undergrounding, lighting, landscaping, transportation improvements, shared parking, and other approved planning or design assistance. This assistance may be provided to qualifying projects as part of an approved Site Plan or Special Exception Use Permit. Applications for these funds will be reviewed by County Staff on a case by case basis and is designed only to provide a form of "gap financing;" the applicant must demonstrate how the project will remain "revenue neutral" or achieve other public benefit if assistance is provided.

#### **Project Justification**

This Fund was identified in the NVCAP as a critical incentive to encourage the redevelopment of the Nauck Village Center. It is designed to leverage other public and private sector funding for projects in the Nauck Village Center.

#### **Changes from Prior CIP**

Funding has been pushed back from FY 2015 to FY 2017.

# Nauck Investment Fund

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	100	0	0	0	0	0	100	<i>Funds are designed to provide assistance to qualifying projects in providing public infrastructure improvements as outlined in the NVCAP. The fund will leverage other sources of public and private sector funding and are not based on one particular type of infrastructure improvement.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	1,588	0	0	0	0	0	1,588	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,688</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,688</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>Developer Contributions are TBD per the terms and conditions identified through the Special Exception process. Nauck Infrastructure Funds (NIF) will be available on a per project basis to eligible projects that comply with the Nauck Village Center Action Plan (NVCAP) and demonstrate their need per the requirements of the Fund.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	1,688	0	0	0	0	0	1,688	
<b>Subtotal New Funding</b>					<b>1,688</b>						<b>1,688</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,688</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,688</b>	
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>Operating cost impacts will be determined by specifics of the selected projects.</i>
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# COMMUNITY CONSERVATION

## NAUCK TOWN SQUARE

COMMUNITY  
CONSERVATION  
2013 – 2022 CIP

### Nauck Town Square

#### Project Description

The Nauck Town Square will be a 31,000 sq. ft. urban plaza that will feature public art, the history of the neighborhood, and other ornamental elements while serving as the social and cultural center for the neighborhood. The space will be versatile in its design in order to host a wide range of activities from passive recreation to outdoor concerts and community events.

<b>Associated Master Plan:</b> Nauck Village Center Action Plan:	<b>Critical Milestones:</b>  <i>Property Acquisition</i> <b>CY 2012</b> <i>Demolition Site Stabilization</i> <b>CY 2013</b>	<b>Advisory Commission:</b> Planning Commission
<b>Neighborhood(s):</b> Nauck		

#### Project Justification

The Nauck community and Arlington County worked together for several years to develop a plan for the revitalization of Shirlington Road. The Nauck Village Center Action Plan (NVCAP) - Shirlington Road Special Revitalization District was the result of these efforts and was formally adopted by the County Board in July 2004. This plan identified the Nauck Town Square as the anchor project for the Shirlington Road Special Revitalization District and the catalyst for redevelopment. This urban plaza will provide the focal point for civic and cultural activities while supporting the pedestrian oriented mixed use environment called for in the NVCAP. This project demonstrates the County's commitment to the revitalization of neighborhood commercial districts and small business development.

# Nauck Town Square

## Capital Cost Schedule (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
A & E	0	0	0	0	0	0	300	0	0	0	300
Land Acquisition	1,200	0	0	0	0	0	0	0	0	0	1,200
Construction	200	0	0	0	0	0	2,700	0	0	0	2,900
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	200	0	0	0	0	0	164	0	0	0	364
<b>Total Project Cost</b>	<b>1,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,764</b>

### Notes on Cost Estimates

\$1.2 million has been allocated for the acquisition and relocation associated with the third and final parcel. \$250,000 for construction and \$200,000 for equipment is associated with the demolition and site stabilization of the Nauck Town Square "Interim Use" Greenspace. The site will exist as a greenspace until the project is ready to move forward and funding is identified in the CIP for the formal development of the Town Square.

## Funding Schedule (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	3,164	0	0	0	3,164
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,164</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	1,600	0	0	0	0	0	0	0	0	0	1,600
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>1,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,600</b>
<b>Total Revenues</b>	<b>1,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,764</b>

### Notes on Funding Schedule

Developer Funding-Contribution to the Public Art Fund earmarked for Nauck per The Alexan Site Plan #387. \$1.6 million is the balance from the CR Bond Fund created in the FY 2003-FY2008 CIP as part of the FY 2002 Community Conservation Bond.

## Projected Additional Operating Costs (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	30	30	30	90
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	10	10	10	30
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>120</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>120</b>

### Notes on Operating Costs

Estimated Operating Cost is based on lighting and general maintenance per the conceptual designed developed during the Nauck Town Square Charrette (2006). Operational cost could increase/ decrease depending on the final design adopted for this project.

# ECONOMIC DEVELOPMENT PROGRAMS

### **Program Description**

The Economic Development capital improvement program, a new program within the capital improvement program, consists of key projects that will provide for economic sustainability and a competitive advantage for Arlington while creating important placemaking elements within Arlington. Incorporating this program into this ten-year CIP represents the next step in adequately planning and implementing specific projects to ensure that capital funding is invested strategically for the benefit of the County and its residents.

### **Program Summary**

The Economic Development projects are grouped into three program areas: Public Art Program, Public Benefit Spaces Program, and the Planning Program.

The Public Art Program is for public art projects as guided by the Arlington Public Art Master Plan. Arlington's Public Art Master Plan (adopted in December 2004) is an important tool for implementing the Public Art Policy that was adopted by the County Board in September 2000. The plan, which guides public art projects initiated by County agencies, private developers and community organizations, establishes a vision for public art in Arlington. Specifically, it identifies basic principles for how public art can be integrated into Arlington's architecture, gathering places and landscapes. Some projects, such as Long Bridge Park, include public art as part of the base project budget. Program funding is used to implement public art in other CIP projects across the County as opportunities are identified. This funding will supplement individual project budgets to provide for acquisition, construction or installation of Public Art at County facilities, parks and infrastructure projects.

The Public Benefit Spaces Program is a new program within the capital improvement program designed to identify spaces approved by the County Board as part of special exception site plans. Often, adopted Sector Plans recommend specific uses to be implemented through the review and approval of special exception site plans. Additionally, through the public process, the community may identify specific community needs and uses which are included within the approved special exception site plan. The resulting public benefit spaces, which now include the Virginia Square Black Box Theater and the Spectrum Theatre, operate as County facilities within private buildings. Although most of the funding for such spaces comes from private development, recognizing the public benefit spaces within the capital improvement program allows for a more comprehensive review of all County facilities and provides a tool to ensure adequate funding to operate and maintain these facilities. The Virginia Square Black Box Theater is currently in design. The Spectrum Theatre is located within a building slated for redevelopment by a private developer. Preliminary discussions with the developer include the possibility of a new Spectrum Theatre as part of the redevelopment.

The Planning Program focuses on strategic elements for Arlington grounded in goals set forth in Arlington's Framework for Prosperity - Economic Development Strategic Plan. The projects will allow Arlington to maintain its competitive advantage within the region, encourage partnerships between the government and the private and academic sectors, and foster enhanced placemaking. The first goal of the Economic Development Strategic Plan: Arlington will be recognized for its superior business environment which includes world-class facilities, infrastructure and systems. Facilities do not just reference the new, privately constructed, Class-A office buildings within the County. Rather, facilities may also be conference facilities that assist a variety of Arlington's government, educational and private institutions and agencies. Another piece of the needed infrastructure is an adequate wayfinding system to create a seamless navigational system for all modes of transportation while establishing a sense of place for Arlington and its unique urban villages.

### **Master Plan Impact**

All three program areas intersect with the goals and initiatives identified in Arlington's Framework for Prosperity - Economic Development Strategic Plan. The Public Art Master Plan focuses on several opportunities and objectives which are realized by the projects identified in the CIP. The projects within the Public Benefit Spaces Program are projects that have been recommended in Sector Plans and various addendums and are now at or close to planning and implementation.



ECONOMIC DEVELOPMENT: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Planning	0	1,236	0	0	0	0	0	0	0	0	1,236
Public Art Program	50	52	53	55	56	58	360	61	63	65	873
Public Benefit Spaces	0	1,900	22,212	20,546	0	0	0	0	0	0	44,658
<b>Total Recommendation</b>	<b>50</b>	<b>3,188</b>	<b>22,265</b>	<b>20,601</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>46,767</b>

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	1,900	21,800	20,000	0	0	200	0	0	0	43,900
Other Funding	0	0	0	0	0	0	100	0	0	0	100
PAYG	50	1,288	465	601	56	58	60	61	63	65	2,767
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>50</b>	<b>3,188</b>	<b>22,265</b>	<b>20,601</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>46,767</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>50</b>	<b>3,188</b>	<b>22,265</b>	<b>20,601</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>46,767</b>

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>10 Year Total</b>
Conference Facilities	0	309	0	0	0	0	0	0	0	0	309
Wayfinding	0	927	0	0	0	0	0	0	0	0	927
<b>Total Recommendation</b>	<b>0</b>	<b>1,236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,236</b>

ECONOMIC DEVELOPMENT: PUBLIC ART PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1. Public Art - Civic Facilities	50	52	53	55	56	58	360	61	63	65	873
<b>Total Recommendation</b>	<b>50</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>873</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	200	0	0	0	200
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	50	52	53	55	56	58	60	61	63	65	573
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>50</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>260</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>773</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	100	0	0	0	100
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<b>Total Funding Sources</b>	<b>50</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>873</b>

# ECONOMIC DEVELOPMENT

## Public Art Program

ECONOMIC  
DEVELOPMENT  
2013 – 2022 CIP

### 1. Public Art - Civic Facilities

#### Project Description

This category of projects will ensure that public art remains a part of civic design. Integrating art with the architectural, landscape and infrastructure design of capital projects, allowing for creative collaborations and strong aesthetic outcomes will encourage excellence in the design of public buildings, parks, streets and infrastructure..

<b>Associated Master Plan:</b> Public Art Master Plan (PAMP)	<b>Advisory Commission:</b> Arlington Commission for the Arts
<b>Neighborhood(s):</b> VARIOUS	

#### Project Justification

The Public Art Master Plan, adopted by the County Board in 2004, "establishes a long-term vision for the Public Art Program, policies, and priorities that guide the actions of the program, and a list of potential art projects derived from a review of capital plans, community plans, and expected private development." Public art should be something integrated with nearly every facet of public & private development in Arlington. The Public Art Master Plan suggested that a minimum of \$50,000 is necessary to create an art project with the appropriate level of impact and recommended that a half-percent to two-percent of the overall budget be considered for capital projects. This particular category of projects highlights Civic Facilities that will require a public art component (for example: Arlington Mill Community Center, Courthouse Square, CHP Lobby (complete) and Long Bridge Park Phase 1 (installed). The following table shows current or future projects with public art components.

PUBLIC ART PROJECTS		FUNDING SOURCES					
Project Name	Site	T&A	PAYG	GF	Other	Total Budget	
1 Ballston Metro (earmark)		75,872				75,872	
2 Oakland Park (earmark)		50,000				50,000	
3 Ballston area		341,656				341,656	
4 Arlington Art Center Urban Ag Project - Gourd Palace	Arlington Arts Center	14,000		2,000		16,000	
5 Rocky Run Park Skateable Art	Rocky Run Park	81,276	-	7,000	Park Bond/TBD	TBD	
6 Vicki Scuri/VDOT Arl. Blvd Interchange	Route 50/Arl. Blvd	238,580			DES DOT/\$150,000; FHWA-VDOT/280,000	705,000	
7 Ben Fehrmann/DVP Substation	Clarendon Substation	-	-	-	DVP/~500,000	~500,000	
8 Thoughtbarn/James Hunter Park sign	James Hunter Park	-	-	-	Parks CIP/\$50,000	50,000	
9 Richard Deutsch/Echo	Penrose Square	-	-	-	Parks CIP/ \$425,000	425,000	
10 Arlington Mill Community Center	AMCC	-	-	1,200	DES Facilities	50,000 - 100,000	
11 Corridor of Light - Phase I	N. Lynn St.	571,500		7,025		1,500,000	
12 Barbara Bernstein/ CCPY Transitway	CCPY Transitway		*30,000	5,950	DES DOT/ \$\$225,000	260,590	
13 Howeler+Yoon/Hayes St. Corridor	Hayes St.	25,000			DES DOT/\$150,000	175,000	
14 Doug Hollis/LBP Phase I	LBP	150,000	-	-	Parks LBP CIP/310,000	460,000	
15 Hollis & Murch/LBP Phase II	LBP Building	150,000	-	-	Parks LBP CIP/200,000	350,000	
16 DIRT Studio/ 4MR Restoration Demonstration Project	Four Mile Run	30,000			NEA Grant/ 20,000	50,000	
17 4MR (earmark)		66,549				66,549	
18 Veenhuizen + Remy/ WPCP Fence Enhancement	Water Pollution Control Plant	-	-	-	WPCP CIP/ \$350,000	350,000	
19 Nauck Town Square (earmark)		75,000				75,000	
20 Western Gateway - Columbia Pike	Columbia Pike & S. Jefferson St.				04 Bond/\$162,992; DES DOT/ \$60,000 - \$100,000	~\$275,000	
21 East Falls Church (earmark)		75,000					
22 Portable Works	various County facilities				Lobby CIP/~23,000	~23,000	
23 Unrestricted T&A		61,729				61,729	
24 Public Art Signs	various			6,214		6,214	
25 Public Art Review Ads				800		800	
26 Public Art Master Plan Update				5,000		5,000	
	*Previous balance of PAYG funds						
<b>** NOTE: \$120,000 from PAYG 2012 balance was not required for the CCPY Transitway. These funds will be reallocated to other projects in consultation with the Public Art Committee of the Arlington Arts Commission. **</b>							

# 1. Public Art - Civic Facilities

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b> <i>Funding for each year accounts for planning, collaborative work for other civic projects, and providing for artists on design teams. Courthouse Square FY19 – Planning, design, fabrication and installation of public art within a new County Government Building and associated civic space in Courthouse Square.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	50	52	53	55	56	58	360	61	63	65	873	
<b>Total Project Cost</b>	<b>50</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>873</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b> <i>Anticipated Developer Contributions in FY19 to begin planning the art project for Courthouse Square. \$100k of previously allocated Trust and Agency Funds will be used to leverage those dollars in FY19.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	200	0	0	0	200	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	50	52	53	55	56	58	60	61	63	65	573	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>50</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>260</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>773</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	100	0	0	0	100	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	
<b>Total Revenues</b>	<b>50</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>360</b>	<b>61</b>	<b>63</b>	<b>65</b>	<b>873</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# Arlington, Virginia

## ECONOMIC DEVELOPMENT: PUBLIC BENEFIT SPACES PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1. Spectrum Theatre <sup>(1)</sup>	0	0	20,000	20,546	0	0	0	0	0	0	40,546
2. Virginia Square Black Box Theater	0	1,900	2,212	0	0	0	0	0	0	0	4,112
<b>Total Recommendation</b>	<b>0</b>	<b>1,900</b>	<b>22,212</b>	<b>20,546</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,658</b>

### CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	1,900	21,800	20,000	0	0	0	0	0	0	43,700
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	412	546	0	0	0	0	0	0	958
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>0</b>	<b>1,900</b>	<b>22,212</b>	<b>20,546</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,658</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>0</b>	<b>1,900</b>	<b>22,212</b>	<b>20,546</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,658</b>

(1) The Spectrum Theatre is located within a building slated for redevelopment by a private developer. Preliminary discussions with the developer include the possibility of a new Spectrum Theatre as part of the redevelopment. Discussion regarding community benefits will continue during the site plan review process.

**2. Virginia Square Black Box Theater**

**Project Description**

The Virginia Square Black Box Theater refers to all areas designated in the site plan (for a private office building) for use by the Black Box Theater user(s), including the theater space; rehearsal room; control booth; service areas; pre-function/lobby area; storage areas; administrative offices, restrooms; and, specialty rooms (green room, dressing room, costume shop). The specific layout of the defined spaces within the Black Box Theater is subject to change during a detailed design phase, but is guided by the Black Box Theater Concept Plan as per the approved site plan.

<p><b>Associated Master Plan:</b> 2002 Virginia Square Sector Plan - Site-Specific Guidelines</p>	<p><b>Critical Milestones:</b></p> <p>September 2012 - Theater design process completed</p> <p>November 2012 - Developer expects to begin excavation</p> <p>May 2013 - Developer expects to begin building construction</p> <p>August 2013 - Developer expects BBT Fit Out to begin</p> <p>February 2014 - Developer expects to complete BBT Fit Out</p> <p>April 2014 - Developer expects to deliver BBT space to County</p>	<p><b>Advisory Commission:</b> Arlington Commission for the Arts, Planning Commission, Transportation Commission, Economic Development Commission</p> <p>A Joint EDC-ACA task force will advise the County Board on business plan options for the theater.</p>
<p><b>Neighborhood(s):</b> Ballston-Virginia Square</p>		

**Project Justification**

The Virginia Square Sector Plan recommended that new cultural and educational uses, including a community cultural/performing arts facility, preferably at the Arlington Funeral Home site and the Virginia Square site. The plan further suggested that the County should partner with major institutions/agencies to develop cultural and/or educational venues in Virginia Square with the top priority at the Arlington Funeral Home site. This project will create a black box theater at the Arlington Funeral Home site and will provide opportunities for the County to establish partnerships for this cultural venue. In addition, it is expected the County/end user will be responsible for the following additional costs associated with the construction and operation of the Black Box Theater: Operations; Pass through expenses, not including utilities; Utilities; Janitorial; Security; County Management Equipment (Above Stated Developer Allowances); Stage lighting: ~\$185,000; Sound equipment: ~\$25,000; and Seating and platforms: ~\$120,000.



## 2. Virginia Square Black Box Theater

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Aquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	1,900	1,800	0	0	0	0	0	0	0	0	3,700
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	412	0	0	0	0	0	0	0	0	412
<b>Total Project Cost</b>	<b>0</b>	<b>1,900</b>	<b>2,212</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,112</b>

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	1,900	1,800	0	0	0	0	0	0	0	0	3,700
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	412	0	0	0	0	0	0	0	0	412
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>		<b>1,900</b>	<b>2,212</b>									<b>4,112</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>1,900</b>	<b>2,212</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,112</b>

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	200	200	200	200	200	200	200	200	200	1,600
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>1,600</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>1,600</b>

# PUBLIC / GOVERNMENT FACILITIES PROGRAMS

### **Program Description**

This program provides facilities for both existing and evolving services and programs. It encompasses both significant modernization and planned replacement of facilities, based upon facility life cycles and changing program demands and services. It serves to provide a consistent, sustainable inventory of quality public facilities through systematic investment. The program is carefully integrated with the Facilities Maintenance Capital program by planning for adequate maintenance of facilities through their life cycle, periodic renovation, and eventual replacement of obsolete facilities at the appropriate points in the life cycle.

For the first time in this CIP, Critical Systems Infrastructure is called out as a separate effort, focused on the backup generators, cooling systems, Uninterruptible Power Supplies, Automatic Transfer Switches and associated monitoring equipment, all in support of public safety systems and technology. Also for the first time, Facility Finishes and Furnishings are identified as a separate effort, acknowledging that interior spaces need more than periodic paint and carpet--over the life cycle we must also plan for replacement of furnishings, systems furniture, and appliances--all of which should integrate in a comprehensive interior design.

### **Program Summary**

The largest investment over the ten year period will be in the Facilities Maintenance Capital program, where the funds allocated will truly place "maintaining what we have" as a top priority. The most significant stand-alone investments in the program include Arlington Mill Community Center, which is 40% construction complete, and planned acquisition of 2020 N. 14th St for County offices and a Homeless Services Center. The near term program also allocates funds for potential further consolidation of DHS facilities. The out years anticipate investment in a storage facility in FY 17, a new Lubber Run Community Center in FY 19, and phased interior renovations to the Courts/Police building which is already over 15 years old.

### **Master Plan Impact**

The public facilities projects included in the CIP reflect strong linkages to master and other development plans that drive facility planning and acquisitions. For example, the County's adopted Courthouse Sector Plan influenced recent Board efforts to acquire 2020 N 14th Street adjacent to the Government Center. Functions in temporary locations must be relocated when park master plans and development move forward--such was the recent case when Fire Logistics functions relocated from the Ball Street warehouse near Long Bridge Park. Other relocations will need to occur when Jennie Dean Park is developed; the County recently did an analysis of permanent storage needs anticipating these relocations and resulting projects are in the CIP.

10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Facilities	65,258	28,264	20,640	19,587	47,596	18,490	50,116	28,587	50,730	10,118	339,386
Non-Parks Land Acquisition	0	0	2,000	0	3,000	0	3,000	0	3,000	0	11,000
Energy Efficiency	230	412	424	437	450	464	478	492	507	522	4,416
<b>Total Recommendation</b>	<b>65,488</b>	<b>28,676</b>	<b>23,064</b>	<b>20,024</b>	<b>51,046</b>	<b>18,954</b>	<b>53,594</b>	<b>29,079</b>	<b>54,237</b>	<b>10,640</b>	<b>354,802</b>

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	2,000	2,260	0	4,943	3,296	0	0	0	0	0	12,499
Other Funding	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790
PAYG	4,101	10,387	9,116	4,890	9,895	9,432	9,399	5,533	5,346	5,320	73,419
New Bond Referenda	1,038	2,793	10,679	5,685	33,885	6,152	44,065	22,716	48,431	4,670	180,114
<b>Subtotal New Funding</b>	<b>9,339</b>	<b>18,520</b>	<b>22,314</b>	<b>16,299</b>	<b>47,846</b>	<b>18,954</b>	<b>53,594</b>	<b>29,079</b>	<b>54,237</b>	<b>10,640</b>	<b>280,822</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	30,838	1,257	0	3,725	0	0	0	0	0	0	35,820
Issued but Unspent Bonds	12,900	0	0	0	0	0	0	0	0	0	12,900
Other Previously Approved Funds	12,411	8,899	750	0	3,200	0	0	0	0	0	25,260
<b>Subtotal Previously Approved Funding</b>	<b>56,149</b>	<b>10,156</b>	<b>750</b>	<b>3,725</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,980</b>
<b>Total Funding Sources</b>	<b>65,488</b>	<b>28,676</b>	<b>23,064</b>	<b>20,024</b>	<b>51,046</b>	<b>18,954</b>	<b>53,594</b>	<b>29,079</b>	<b>54,237</b>	<b>10,640</b>	<b>354,802</b>

FINANCING IMPACT (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
<b>Bond Financing Cost (P&amp;I)</b>	0	73	288	1,099	1,726	4,305	5,400	8,895	11,244	15,359

FACILITIES: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
01. Public Facilities Maintenance Program	4,242	8,415	9,970	7,157	7,000	7,034	7,000	7,000	7,000	7,000	71,818
02. 2020 Building Acquisition and Conversion	31,075	6,250	750	3,725	200	0	0	0	0	0	42,000
03. Court House Square	0	258	0	0	0	0	0	15,873	14,597	10,000	40,728
04. Fire Station Replacements and Additions	0	0	0	0	1,400	0	8,944	0	17,929	0	28,273
05. Lubber Run Community Center- Replacement	0	0	0	0	1,414	0	25,710	922	0	0	28,046
06. Courts/Police Interior Renovation	0	0	0	0	6,156	7,459	7,668	3,343	0	0	24,626
07. Trade Center Storage Building	0	0	1,545	0	15,914	0	0	0	0	0	17,459
08. Arlington Mill Community Center	15,100	0	0	0	0	0	0	0	0	0	15,100
09. Ballston Public Parking Garage Floors 1 - 7	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790
10. Ballston Garage 8th Floor Repairs	3,100	1,900	0	0	0	0	0	0	0	0	5,000
11. DHS Consolidation	4,960	4,900	0	0	0	0	0	0	0	0	9,860
12. Fire Station 10 - Relocation to New Building	0	0	554	5,085	3,634	0	0	0	0	0	9,273
13. Arlington Police and Sheriff Firing Range	0	0	0	0	5,500	0	0	0	0	0	5,500
14. Fire Training Academy	1,500	0	0	0	0	0	0	0	0	0	1,500

15. Facility Finishes and Furnishings	667	309	318	328	338	348	358	369	380	391	3,806
16. Trade Center Parking Structure-New Deck	635	0	3,134	0	0	0	0	0	0	0	3,769
17. Alternate Emergency Communication Center (AECC)	0	0	200	300	3,000	0	0	0	0	0	3,500
18. ADA Remediation	801	1,489	829	0	0	0	0	0	0	0	3,119
19. Facility Master Planning	200	200	500	250	500	250	250	250	250	250	2,900
20. North Side Salt Facility	0	206	0	2,185	0	0	0	0	0	0	2,391
21. Columbia Pike Library Replacement	0	0	0	0	0	0	0	0	114	1,757	1,871
22. Critical Systems Infrastructure	778	1,257	21	76	0	29	56	0	0	70	2,287
23. Court Square West Building Removal	0	0	0	0	1,770	0	0	0	0	0	1,770
24. Lease Program	0	0	0	0	0	0	0	0	0	0	0
<b>Total Recommendation</b>	<b>65,258</b>	<b>28,264</b>	<b>20,340</b>	<b>19,887</b>	<b>47,596</b>	<b>18,490</b>	<b>50,116</b>	<b>28,587</b>	<b>40,730</b>	<b>20,118</b>	<b>339,386</b>

CATEGORY FUNDING SOURCES (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	2,000	2,260	0	4,943	3,296	0	0	0	0	0	12,499
Other Funding	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790
PAYG	3,871	9,975	8,692	4,453	9,445	8,968	8,921	5,041	4,839	4,798	69,003
New Bond Referenda	1,038	2,793	8,679	5,685	30,885	6,152	41,065	22,716	35,431	14,670	169,114
<b>Subtotal New Funding</b>	<b>9,109</b>	<b>18,108</b>	<b>19,890</b>	<b>15,862</b>	<b>44,396</b>	<b>18,490</b>	<b>50,116</b>	<b>28,587</b>	<b>40,730</b>	<b>20,118</b>	<b>265,406</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	30,838	1,257	0	3,725	0	0	0	0	0	0	35,820
Issued but Unspent Bonds	12,900	0	0	0	0	0	0	0	0	0	12,900
Other Previously Approved Funds	12,411	8,899	750	0	3,200	0	0	0	0	0	25,260
<b>Subtotal Previously Approved Funding</b>	<b>56,149</b>	<b>10,156</b>	<b>750</b>	<b>3,725</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,980</b>
<b>Total Funding Sources</b>	<b>65,258</b>	<b>28,264</b>	<b>20,640</b>	<b>19,587</b>	<b>47,596</b>	<b>18,490</b>	<b>50,116</b>	<b>28,587</b>	<b>40,730</b>	<b>20,118</b>	<b>339,386</b>

## **01. Public Facilities Maintenance Program**

### **Project Description**

The program maintains facility components over the life cycle of the facility. During the life cycle of a typical facility, roofs, mechanical, electrical, and other systems and interior/exterior finishes require replacement and renewal to remain in good working order, for safety reasons, to maintain a quality appearance and environment, and to meet current code requirements including accessibility requirements. Maintenance Capital funds these projects. Projects do not substantially alter the characteristics or enlarge the footprint of the facility, but extend the useful life and may include improvements to safety systems and energy performance. Our facility replacement and renewal strategy combines several philosophies: First, we attempt to model and predict system failures to time reinvestment at just the appropriate moment, before failure, at the most economically favorable time. Second we "bundle" items coming due to enable efficiency of contract effort, to minimize impact to the users of the space, and to yield an overall positive result and appearance. An example would be an interior renovation where we recarpet, repaint, replace lights and ceilings all at one time. Bundling requires a lot of judgment--requiring some items to be deferred and other items to be accelerated slightly. Next, some items we simply defer if they are stand alone and can be deferred with low risk. Exhaust fans not required for safety fall in this category. Another example is a roof that remains in good condition and after inspection can be deferred.

### **Advisory Commission:**

CIP Working Group

### **Project Justification**

Regular maintenance of facility components is required to both prolong the useful life of facilities and to maintain them in a good state of quality. The assessments identified \$2 - \$15 million of costs each year, based on an asset's average useful life; however, the funding amounts reflected are the net result after considering bundling, underutilized spaces, anticipated replacement, appropriate deferrals and other stand alone projects. The initial 4 years also reflect a specific project listing and scope and the concepts recommended by the County Board appointed CIP Working Group, which recommended a gradual renewal of the maintenance backlog (catch up) and appropriate ongoing reinvestment to keep the maintenance backlog in check (keep up). We track the overall health of the program by performing periodic condition assessments. The last condition assessment was performed on 67 facilities in 2009; another is planned for 13-14 before the next CIP. The condition assessments provide a thorough foundation for effective decision making and budgeting. The latest assessment prioritized projects based on current urgency, safety issues, anticipated failure, and potential collateral damage. The assessments include costing information based on typical replacement costs for like components in the region, and thus form the initial foundation for budget requests, which are then tempered by judgment, including anticipated building replacement, stand alone alteration and renovation projects, and occasional changes in use. In making specific project recommendations, staff uses prioritization methodologies which consider many factors--including conditions highlighted in the assessments; the prioritization methodologies were previously endorsed by the County Board.

### **Changes from Prior CIP**

The overall funding level has been increased using the principles recommended by the CIP Working Group.

# 01. Public Facilities Maintenance Program

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	436	831	700	700	700	700	700	700	700	700	700	6,867
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	3,806	7,584	9,270	6,457	6,300	6,334	6,300	6,300	6,300	6,300	6,300	64,951
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>4,242</b>	<b>8,415</b>	<b>9,970</b>	<b>7,157</b>	<b>7,000</b>	<b>7,034</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>71,818</b>
Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	3,204	5,828	6,470	3,657	4,000	4,034	3,500	3,500	3,500	3,500	3,500	41,193
New Bond Referenda	1,038	2,587	3,500	3,500	3,000	3,000	3,500	3,500	3,500	3,500	3,500	30,625
<b>Subtotal New Funding</b>	<b>4,242</b>	<b>8,415</b>	<b>9,970</b>	<b>7,157</b>	<b>7,000</b>	<b>7,034</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>71,818</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>5,697</b>	<b>8,415</b>	<b>9,970</b>	<b>7,157</b>	<b>7,000</b>	<b>7,034</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>73,273</b>
Projected Additional Operating Costs (in \$1,000s)											<i>Notes on Operating Costs</i> 4 overstrengths approved in FY12. Only one position will be charged totally to the operating budget. The other 3 positions will be mostly charged to the capital program.	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	191	191	191	191	191	191	191	191	191	191	191	1,910
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>1,910</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>191</b>	<b>1,910</b>

Facilities Maintenance Capital Project List			
FY 2013 - 2016			
FY	Project Name	Description	Total Project Cost
13	Carlin Hall	Structural repairs and roof replacement	640,450
13	Detention Facility	Isolation valve remote control replacement and pressure regulator valve replacement	427,433
13	Fire Station 2	Paint, carpet, milling, replace water heater, fire alarm and HVAC	995,550
13	Fire Station 7	Heat pump, painting and carpeting	105,385
13	Fire Station 9	Paint, carpet, replace air-conditioner, new fire alarm, mill asphalt, replace water heater	465,280
13	Fire Station 10	Paint, carpet, possible asbestos removal	85,829
13	Central Library	Reseal parking deck, replace chiller, HVAC improvements, paint, carpet, cabinetry, signage and panels	1,645,056
13	Vehicle Wash	Reline interior walls, replace concrete drive island and curb	212,459
13	Fairlington Community Center	Repoint masonry	520,000
13	Contingency		600,000
	<b>FY 2013 Total</b>		<b>5,697,442</b>
14	County Facilities	Condition assessments	162,074
14	Equipment Bureau	Replace HVAC and BAS systems, paint interior walls, drywall	884,488
14	Metro Tunnel	Replace both elevators	540,245
14	Detention Facility	Reseal and restripe parking decks, repair and paint inmate cells, replace (4) booster pumps	819,786
14	Fire Station 1	Replace Fire Alarm, carpet, mill asphalt, replace HVAC, replace overhead doors, replace water heater, repoint masonry	969,415
14	Fire Station 4	Replace furniture, replace cooling tower pumps & piping, replace fire alarm system	202,411
14	Residential Program Center	Exterior finishes, replace boilers, air handling unit, replace ceramic tile, recaulk, carpet, replace passenger cab finishes, ceiling tiles, paint, mill asphalt	1,382,517
14	Clarendon House	Paint, replace vinyl tile, mill asphalt, replace carpet, replace roof, replace exterior finishes	265,969
14	Sullivan House	Replace interior lighting, tile floor, cabinets and counters, paint interior, replace wood windows	278,766
14	Shared Space Theaters	Renovations	475,416
14	Independence House	Paint interior, removal and replacement of shingles	77,795
14	Community Residences	Paint lighting upgrade, misc interior construction	170,281
14	Barcroft Sports & Fitness Ctr.	Mill asphalt, paint, replace roof top unit, replace elevator equipment components, replace fire panel, replace vinyl tile, replace gymnasium	1,433,819
14	Dawson Terrace Recreation Center	Install new shingles, replace windows, replace roof, paint existing wood siding, prep and clean up, replace carpet	230,905
14	Arlington Children's Center	Replace heat pump, painting, restroom fixture replacement, replace water closet, wall hung sink and faucet, paint and sand metal railings fence	142,524
14	Artisphere	Interior Renovations	58,000
14	Cherrydale Branch Library	Replace kitchen cabinetry, signage, end panels	21,610
14	Columbia Pike Library	Paint and replace 2nd floor carpeting	81,037
14	Gulf Branch Nature Center Main Building	Paint interior	4,405
14	Contingency		213,538
	<b>FY 2014 Total</b>		<b>8,415,000</b>



Facilities Maintenance Capital Project List			
FY 2013 - 2016			
FY	Project Name	Description	Total Project Cost
15	Metro Tunnel	Replace 2 aluminum double roll-up doors	81,037
15	Fire Station 8	Mill asphalt and overlay, replace carpet-standard commercial, replace cabinets and counter tops, recaulk expansion and control joints	166,540
15	Central Library	Replace cab finishes, doors and elevator modernization, mill asphalt and overlay	1,207,021
15	Fire Training Academy	Mill asphalt and overlay, paint interior walls, replace gas water heater, replace vinyl tile, replace carpet, replace acoustical ceiling tiles	411,375
15	Water/Sewer Maintenance	Paint, replace flooring, replace roof, replace emergency generator, HVAC replacements, point brick wall	937,660
15	Woodmont Center	roof replacement, replace flooring, repaint masonry	1,060,767
15	Independence House	Mill asphalt and overlay, point brick wall, replace electric water heater, replace fan coil unit	100,888
15	Community Residences	Replace sidewalk, replace fence,	47,526
15	Courts Police	Replace roof	850,000
15	Lee Pumping Station	Replace roof	150,000
15	Fort CF Smith-Main House	Sanitary Lift Station Pumps, paint, replace clapboards, replace flooring	130,413
15	Shared Space Theaters	Lighting replacements, stage curtain replacements	572,660
15	WETA Building	Replace fire alarm, replace various HVAC equipment, point brick wall, replace fence, replace skylight	38,853
15	WETA Cultural Affairs Recreation	Mill asphalt and overlay, refinish hardwood floors, replace acoustical ceiling tiles, paint, replace flooring	1,501,299
15	Artisphere	Escalator/escalator improvements, HVAC repairs	2,440,000
15	Contingency		273,961
	<b>FY 2015 Total</b>		<b>9,970,000</b>
16	Glen Carlyn Branch Library	Replace acoustical ceiling tiles, paint, carpet, mill asphalt and overlay, heat pump, roof replacement, recaulk expansion and control joints,	132,780
16	Detention Facility		279,000
16	Detention Facility	Replace heat pump, replace glaze tile in shower room, landscaping and exterior improvements, paint interior	583,634
16	Traffic Engineering/Solid Waste Building	Replace exhaust fan, replace aluminum single roll-up door, replace ceiling tile system, paint interior	88,354
16	Lee Community Center	Repalce fire alarm, Replace electric water heater, replace HVAC and BAS systems, paint interior walls, replace carpet	640,580
16	Cherrydale Branch Library	Replace aluminum gutters, replace acoustical tiles, paint interior walls, replace carpet	142,339
16	Long Branch Nature Center	Paint exterior wood siding, replace hardboards panels, replace sheet vinyl	170,146
16	Shared Space Theaters	Lighting replacements, stage curtain replacements	169,637
16	Sullivan House	Replace aluminum gutters, replace water heater, roof replacement	277,707
16	Metro Tunnel	Replace wall heaters, repalce exhaust fans, repair concrete floor	35,583
16	Courts/Police Bldg.	Replace elevators	3,000,000
16	Aurora Hills	Interior renovations	1,460,169
16	Argus House	Replace fan coil with cooling and heat, paint, replace flooring, toilet partitions replacement, replace acoustical ceiling tile system	346,927
16	Contingency		109,142
	<b>FY 2016 Total</b>		<b>7,157,000</b>
	<b>GRAND TOTAL</b>		<b>31,239,442</b>

**02. 2020 Building Acquisition and Conversion**

**Project Description**

The County will acquire the seven-story Thomas Building at 2020 14th St N to move office functions now located at Court Square West, 1400 N Uhle St. and to provide space for a Homeless Services Center. The County's conversion program will displace the office tenants in the building, while encouraging the retail tenants on the first floor to remain. The project will be constructed in phases following completion of the building acquisition. Authority to negotiate a purchase and if necessary a condemnation resolution was authorized by the County Board in December, 2011. The first phase will be construction of a year-round Homeless Services Center on the second and third floors, which will replace the outdated and inadequate Emergency Winter Shelter at 2049 13th St N. The initial phase also includes enclosure of the open parking area on the first level to provide storage and workshop space for the Facilities Management Bureau and a separate area for the Department of Technology Services for their computer replacement activities, including shipping and receiving of PC's and related equipment and preparation of new computers for County users. Build out of floors four to seven will follow to relocate most County office functions now in Court Square West in a time phased schedule that will be influenced by the expiration of existing tenant leases on these floors. Precise timing will depend upon the schedule for the Court House Square development which necessitates the removal of the CSW building.

<p><b>Associated Master Plan:</b> Clarendon Sector Plan</p>	<p><b>Critical Milestones:</b></p> <table> <tr> <td><i>Building acquisition complete</i></td> <td><b>Winter, 2012</b></td> </tr> <tr> <td><i>Homeless Center use permit application</i></td> <td><b>Fall, 2012</b></td> </tr> <tr> <td><i>Construction permit for Homeless Center</i></td> <td><b>Winter, 2013</b></td> </tr> <tr> <td><i>Homeless Center occupancy permit</i></td> <td><b>Spring, 2014</b></td> </tr> <tr> <td><i>Start design for CSW relocations</i></td> <td><b>Summer, 2016</b></td> </tr> <tr> <td><i>Start construction for CSW relocations</i></td> <td><b>Fall, 2016</b></td> </tr> <tr> <td><i>C of O and physical relocation of CSW</i></td> <td><b>Spring, 2017</b></td> </tr> </table>	<i>Building acquisition complete</i>	<b>Winter, 2012</b>	<i>Homeless Center use permit application</i>	<b>Fall, 2012</b>	<i>Construction permit for Homeless Center</i>	<b>Winter, 2013</b>	<i>Homeless Center occupancy permit</i>	<b>Spring, 2014</b>	<i>Start design for CSW relocations</i>	<b>Summer, 2016</b>	<i>Start construction for CSW relocations</i>	<b>Fall, 2016</b>	<i>C of O and physical relocation of CSW</i>	<b>Spring, 2017</b>
<i>Building acquisition complete</i>	<b>Winter, 2012</b>														
<i>Homeless Center use permit application</i>	<b>Fall, 2012</b>														
<i>Construction permit for Homeless Center</i>	<b>Winter, 2013</b>														
<i>Homeless Center occupancy permit</i>	<b>Spring, 2014</b>														
<i>Start design for CSW relocations</i>	<b>Summer, 2016</b>														
<i>Start construction for CSW relocations</i>	<b>Fall, 2016</b>														
<i>C of O and physical relocation of CSW</i>	<b>Spring, 2017</b>														
<p><b>Neighborhood(s):</b> Clarendon-Courthouse</p>															

**Project Justification**

The acquisition of the Thomas Building at 2020 14th St N and subsequent conversion to County functions is part of the redevelopment of the Court House Square area to create a vibrant and sustainable area housing County functions and provide open space. The plan includes removal of the Court Square West building at 1400 N Uhle St to provide underground parking access. Conversion of two floors of the 2020 14th St N building to a year-round Homeless Services Center and the balance of the building to house County office functions displaced from Court Square West provide a strategic and long term solution for these needs. The County supports the current retail tenants on the ground floor remaining in place.

**Changes from Prior CIP**

While the prior CIP identified a potential acquisition that would ultimately replace the Emergency Winter Shelter, this location was not specifically identified.

## 02. 2020 Building Acquisition and Conversion

Capital Cost Schedule (in \$1,000s)												<b>Notes on Cost Estimates</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
A & E	500	200	0	200	200	0	0	0	0	0	0	1,100	<i>Homeless center and first floor conversion all-in costs estimated at \$280/sf for 25,000 sf; floors 4-7 at \$65/sf for 40,000 sf. Total conversion estimate \$13 M, including contingency of \$2 M. Relocation amount shown is estimate to relocate existing tenants in building after County acquisition.</i>
Land Acquisition	27,000	0	0	0	0	0	0	0	0	0	0	27,000	
Construction	2,325	5,236	250	3,325	0	0	0	0	0	0	0	11,136	
Relocation and Temp Facilities	1,000	500	500	0	0	0	0	0	0	0	0	2,000	
Equipment and Furnishings	250	314	0	200	0	0	0	0	0	0	0	764	
<b>Total Project Cost</b>	<b>31,075</b>	<b>6,250</b>	<b>750</b>	<b>3,725</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,000</b>	
Funding Schedule (in \$1,000s)												<b>Notes on Funding Schedule</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
<b>New Funding</b>													<i>Funding sources include previously allocated PAYG, of which \$11.85 million remains. The funding plan assumes issuance of subject to appropriation bonds in late fall to fund acquisition and the first phase of construction. The second phase of construction (build-out of the upper floors) will be funded with previously authorized general obligation bonds (2010 referenda for facilities infrastructure.)</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>													
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	26,425	0	0	3,725	0	0	0	0	0	0	0	30,150	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	4,650	6,250	750	0	200	0	0	0	0	0	0	11,850	
<b>Subtotal Previously Approved Funding</b>	<b>31,075</b>	<b>6,250</b>	<b>750</b>	<b>3,725</b>	<b>200</b>							<b>42,000</b>	
<b>Total Revenues</b>	<b>31,075</b>	<b>6,250</b>	<b>750</b>	<b>3,725</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,000</b>	
Projected Additional Operating Costs (in \$1,000s)												<b>Notes on Operating Costs</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
Anticipated FTEs (+/-)	0	1	1	1	1	1	1	1	1	1	1	1	<i>Preliminary operating costs are based on current owner's actual costs at \$11/sf reduced appropriately for such items such as taxes, insurance, and administrative costs which the County will not incur, thereby reducing the estimate to \$7/sf for 73,000sf of leasable space. Actual costs will be adjusted in the outyears. Projects over 40,000 sf will require a dedicated FTE at \$120,000.</i>
Operations Costs (+/-)	0	376	631	631	631	631	631	631	631	631	631	5,424	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>376</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>5,424</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>376</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>5,424</b>	

## 02. 2020 Building Acquisition and Conversion

### Associated Costs and Funding Sources

#### TOTAL PROJECT BUDGET FUNDING SOURCES

Phase I – Ground Level Workshops & Homeless Service Center - \$38M (FY 13 – FY15)

##### *Acquisition*

2012 Subject to Appropriation - \$26.425M

*Design & Construction, Tenant Relocations & FF&E*

Previously Approved PAYG - \$11.58.0M

Phase II – County Office Relocations - \$4.15M (FY 16 – FY17)

##### *Courtsquare West Relocation*

2006 Facility Infrastructure GO Bonds - \$3.725M

Previously Approved PAYG - \$0.42M

Total Project Estimate - \$42.15M

\* note: \$150kx of the previously approved PAYG funds were expended in FY12.

### **03. Court House Square**

#### **Project Description**

An approximately 350,000 square feet facility is required to provide office space for government operations that are currently housed at the main government headquarters located at 2100 Clarendon Boulevard, known as Courthouse Plaza, and Court Square West (to the extent not met by the acquisition of 2020 N. Courthouse Road). The County is currently leasing ten floors of Courthouse Plaza and the lease expires in October 2018. Planning is required to determine the most suitable and cost effective manner to provide ongoing adequate space for County government operations. Further conceptual planning, estimating, and analysis of options including lease, lease-purchase, and construction is anticipated, as well as design work if appropriate.

<b>Associated Master Plan:</b> Court House Sector Plan
<b>Neighborhood(s):</b> Clarendon-Courthouse

#### **Project Justification**

Given the magnitude of the square footage required and the length of time required to consider and execute options other than lease renewal, planning and design resources are required in the short term. After initial planning, the next level of design studies and estimating will occur in FY 2014; funding for these studies is included in the Facilities Master Planning line in PAYG. Not knowing the outcome of these studies and timing of subsequent decisions considering lease, lease-purchase, and construction, additional design capacity and construction capacity is reserved for the out years. The project is likely to be phased, with segments of underground parking, plaza development, and building construction. Because parking in the Courthouse area serves many public and private needs, planning, design, and project phasing of adjacent development is intertwined with parking at this site. Therefore the timing of initial design and costing may also be linked with anticipated development of the block north of the current surface parking lot, known as the Landmark building.

#### **Changes from Prior CIP**

Some capacity for phased construction is included for the first time this CIP.

#### **Associated Costs and Funding Sources**

The early PAYG funds provide dollars to study and design the facility to be implemented in FY20. It will take several years after a study is completed to finalize negotiations for a County facility.

#### **TOTAL PROJECT BUDGET FUNDING SOURCES**

FY 2014 PAYG - \$0.26M

Referenda 2018 GO Bonds - \$15.87M

Referenda 2020 GO Bonds - \$24.597M

Total Project Estimate - TBD pending financial and ownership structure of anticipated redevelopment.

### 03. Court House Square

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	258	0	0	0	0	0	0	0	0	258	<i>Costs are notional and capacity is reserved for phased construction, depending on the timing and structure of redevelopment.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	15,873	24,597	0	40,470	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,873</b>	<b>24,597</b>	<b>0</b>	<b>40,728</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>Total project funding requirements from the County will be driven by the financial and ownership structure of redevelopment, yet to be determined. Total construction costs will extend beyond the ten year planning period.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	258	0	0	0	0	0	0	0	0	258	
New Bond Referenda	0	0	0	0	0	0	0	15,873	24,597	0	40,470	
<b>Subtotal New Funding</b>		<b>258</b>						<b>15,873</b>	<b>24,597</b>		<b>40,728</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,873</b>	<b>24,597</b>	<b>0</b>	<b>40,728</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>Operating Cost Impact will be determined after a plan of action and ownership structure is determined.</i>
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**04. Fire Station Replacements and Additions**

**Project Description**

The County is presently updating a study for desired response times to inform the priorities and demands for future fire stations. It is anticipated that three existing fire stations will need to be replaced, with potential relocations for better coverage, and one new fire station may be needed. Fire Stations No. 4, 7 and 8 indicate a need for replacement and possible relocation to meet current standards, including four apparatus bays to meet current equipment requirements and gender-neutral accommodations for staff. Though timing and priorities will be affected by the current coverage/response time study underway, and by timing of mixed use development in some cases, the notional priorities for cost and sequence modeling are (1) FS #4 (the current site at 3121 10th St N is indicated as open space in the Clarendon Sector Plan). The replacement of FS #4 includes providing adequate space for the Fire Marshal office (1020 N Hudson St) which is located above the fire house. (2) Fire Station #7 (the current location at 3116 S Abingdon St is too small for current standards and growth in Crystal City will be considered). (3) Fire Station # 8 (the current location at 4845 Lee Highway does not provide desired response times to some northern reaches of the County) (4) The west end of Columbia Pike is largely served by mutual aid from Fairfax County near Bailey's Crossroads. As that area grows, their ability to serve our areas is reduced. The new fire stations will each be two-story buildings with a total area 13,000 to 15,000 sf and a footprint of about 10,000 sf. Each station will occupy 1.75 to 2.0 acres to provide drive-through bays for the apparatus and adequate staff parking. Budget projections include land acquisition where appropriate. The milestones noted below are illustrative; actual sequence and priority of projects will be driven by the results of the coverage/response time study underway and timing of developmental opportunities.

<p><b>Associated Master Plan:</b> Clarendon Sector Plan</p>	<p><b>Notional Milestones:</b></p> <p><i>Fire Station 4 Replacement Complete</i>      <b>June, 2020</b></p> <p><i>Fire Stations 8 &amp; 7 Replacements Complete</i>      <b>June, 2022</b></p> <p><i>Fire Station for W Columbia Pike Complete</i>      <b>June, 2024</b></p>
<p><b>Neighborhood(s):</b> Clarendon-Courthouse</p>	

**Project Justification**

Three existing fire stations will be having their outmoded buildings replaced, with possible relocations to improve service in areas of increased development and improve response times. One additional station may be needed, depending on the results of the study currently underway.

**Associated Costs and Funding Sources**

TOTAL PROJECT BUDGET FUNDING SOURCES

FY 2019 20 PAYG - \$1.04M  
GO Bonds (Referenda 2016-2020) - 27.23M  
Total Project Estimates - \$28.27M

## 04. Fire Station Replacements and Additions

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	1,400	0	334	0	709	0	2,443	<i>Fire Station cost estimates are based on standard buildings 13,000 to 15,000 SF and land acquisition in some cases. Fire station costs estimated at \$700/sf with surface parking and assumed redevelopment of an existing built-out site.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	8,610	0	17,220	0	25,830	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,400</b>	<b>0</b>	<b>8,944</b>	<b>0</b>	<b>17,929</b>	<b>0</b>	<b>28,273</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	<i>Notes on Funding Schedule</i>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	334	0	709	0	1,043	
New Bond Referenda	0	0	0	0	1,400	0	8,610	0	17,220	0	27,230	
<b>Subtotal New Funding</b>					<b>1,400</b>		<b>8,944</b>		<b>17,929</b>		<b>28,273</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	<i>Notes on Operating Costs</i>
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,400</b>	<b>0</b>	<b>8,944</b>	<b>0</b>	<b>17,929</b>	<b>0</b>	<b>28,273</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>Fire stations replaced are assumed to be comparable to the previous facility. Fire Station #7 has some potential for growth because the current station is small relative to current standards; however notionally its construction falls outside of the ten year period.</i>
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



**05. Lubber Run Community Center-Replacement**

**Project Description**

The County intends to replace the existing Lubber Run Community center to meet the needs of our growing community. The community center will provide a full complement of recreational, social and learning activities for all ages. The site holds some potential for a joint use facility with Arlington Public Schools, if a joint use program is developed that follows the joint facility criteria recently adopted by both boards, and if the program effectively meets the needs of the County and Arlington Public Schools.

<p><b>Associated Master Plan:</b></p>	<p><b>Critical Milestones:</b></p> <p><i>Design Development Phase Begins</i>                      <b>July 2016</b></p> <p><i>Construction Phase Begins</i>                                      <b>July 2019</b></p>	<p><b>Advisory Commission:</b></p> <p>Public Facilities Review Committee</p>
<p><b>Neighborhood(s):</b></p> <p>Arlington Forest, Buckingham</p>		

**Project Justification**

The existing Lubber Run Community center is nearing the end of its useful life. It was constructed with a split-level arrangement without elevators. Bringing the facility into ADA compliance would be impractical and cost prohibitive. Programming for a replacement community center would likely consider the possibility of a gymnasium, a feature not available in the current facility.

**Associated Costs and Funding Sources**

TOTAL PROJECT BUDGET FUNDING SOURCES

FY 2020 PAYG - \$0.92M  
Referenda 2016-2018 GO Bonds - \$27.12M  
Total Project Estimates - \$28.05M

## 05. Lubber Run Community Center-Replacement

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Estimated Sq. Ft. 37,500 Estimated Cost Per Sq. Fr. \$683.00 If a joint facility is chosen, structured parking is likely and will influence the project cost.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	1,414	0	0	0	0	0	1,414	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	25,710	0	0	0	25,710	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	922	0	0	922	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,414</b>	<b>0</b>	<b>25,710</b>	<b>922</b>	<b>0</b>	<b>0</b>	<b>28,046</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	922	0	0	922	
New Bond Referenda	0	0	0	0	1,414	0	25,710	0	0	0	27,124	
<b>Subtotal New Funding</b>					<b>1,414</b>		<b>25,710</b>	<b>922</b>			<b>28,046</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,414</b>	<b>0</b>	<b>25,710</b>	<b>922</b>	<b>0</b>	<b>0</b>	<b>28,046</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>The existing facility is 19,000sf. The net increase area for the new facility will be 18,500sf assumed at \$6/ sf for basic facility operations. Any potential growth for staff beyond the existing community center cannot be modeled until a program of services is determined. Arlington Mill's operating cost increases, by comparison, is driven by a much larger program and the multi-story design.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	111	111	222	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>111</b>	<b>222</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>111</b>	<b>222</b>	

**06. Courts/Police Interior Renovation**

**Project Description**

Complete a multifaceted phased interior renovation of the current Courts/Police building. The renovation will include space planning to accommodate work flow changes that have occurred since the 1996-97 original move-in. Changes will warrant the need for new architectural drawings to be compiled and permitted. The design phase will include; replacement of selected FF&E (60%) to include replacement of panels only. Areas will be reconfigured using existing materials and it is anticipated to retain the existing layouts of 80% of the systems furniture. The work surfaces, overheads cabinets, file storage, chairs and other small ancillary furniture pieces will be kept. Upgrades of the lobby furniture in selected areas will be addressed on an as-needed basis. Carpet, resilient flooring and paint in all areas with the exception of the elevator lobbies, which were completed in FY 2012, will be addressed. Work may require temporary swing space to be obtained and outfitted during the construction of each floor to maintain business and is also included in the scope. Upgrading the current data cable to higher capacity, estimated at \$1 million, is a major component of the project which will be handled in a phased manner, to accommodate the systems furniture panel removal, possible reconfigurations, and anticipated brittle connections and breakage to the existing cabling. The new cabling installed will have a lifetime of another 15-20 years. Existing millwork items will only be handled on a case by case basis determined by the designers. Full replacement of these items is not included in the scope.

<p><b>Associated Master Plan:</b> Court House Sector Plan</p>	<p><b>Advisory Commission:</b> CIP Working Group</p>
<p><b>Neighborhood(s):</b> Clarendon-Courthouse</p>	

**Project Justification**

The finishes and furnishings are over 15 years old in most areas and reflect 15 years of age and usage. The renovation will address necessary functional changes, failing finishes and old furniture. Priority will be given to areas that experience high wear and tear, such as the police area that is 24/7/365 and presently in very poor condition. More durable finishes will be used where appropriate.

**Associated Costs and Funding Sources**

TOTAL PROJECT BUDGET FUNDING SOURCES

PAYG FY 2017 – FY 2019 - \$12.99M  
Referenda 2016 GO Bonds - \$5.04M  
Referenda 2018 GO Bonds - \$6.59M  
Total Project Estimate - \$24.63M

## 06. Courts/Police Interior Renovation

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b> <i>Courts Police FFE ~\$80/sf. Includes \$1M for cabling and \$12M for furniture. The majority of the work completed will be done in overtime during evening hours.</i>  <i>In comparison, Courthouse Plaza Interior Renovation completed @ - \$71/sf; completed in 2007</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	1,887	0	0	0	0	0	1,887	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	4,169	4,307	4,423	0	0	0	12,899	
Relocation and Temp Facilities	0	0	0	0	100	52	45	48	0	0	245	
Equipment and Furnishings	0	0	0	0	0	3,100	3,200	3,295	0	0	9,595	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,156</b>	<b>7,459</b>	<b>7,668</b>	<b>3,343</b>	<b>0</b>	<b>0</b>	<b>24,626</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	4,269	4,307	4,423	0	0	0	12,999	
New Bond Referenda	0	0	0	0	1,887	3,152	3,245	3,343	0	0	11,627	
<b>Subtotal New Funding</b>					<b>6,156</b>	<b>7,459</b>	<b>7,668</b>	<b>3,343</b>			<b>24,626</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,156</b>	<b>7,459</b>	<b>7,668</b>	<b>3,343</b>	<b>0</b>	<b>0</b>	<b>24,626</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## 07. Storage Facility

### Project Description

In 2011-2012 staff and a consultant did a comprehensive review of known storage deficiencies amongst the departments, summarized the space needs, reviewed several possible sites and configurations on County-owned land at the Trades Center, and made a recommendation for a notional facility. This project is based on that recommendation. Alternatively, long-term storage needs could be met via other means such as purchase, if an affordable option were to become available. As envisioned, a new storage facility at the Trades Center would accommodate storage needs for multiple County departments in a three story structure located immediately south of the multi-level parking structure on S. Taylor St. The lower level would provide storage for fire and police reserve vehicles and ancillary equipment such as the mobile sign boards. The two upper levels would accommodate various storage needs, largely on pallet racks. Each floor plate would be about 23,750 sf. The lower or vehicle level would have a clear height of 18 ft; the two upper floors would have 14 ft clear height. The building would be provided with a full capability freight elevator and a staff office to manage the warehouse operations.

### Critical Milestones:

<i>Start design</i>	<b>July, 2014</b>
<i>Start construction</i>	<b>July, 2016</b>
<i>Substantial completion</i>	<b>July, 2017</b>

### Project Justification

A storage building at the Trade Center would consolidate the county requirement for storage of equipment and supplies. Currently, storage functions are strewn across the county in older buildings of opportunity that were purchased for other development reasons. As those projects move ahead, the temporary storage disappears, such as the Ball Street warehouse that housed Fire Logistics function and was displaced with recent Long Bridge development and land exchanges. Similarly, several temporary facilities will be removed with planned redevelopment of Jennie Dean Park. A consolidated building would also be better secured. A storage building would alleviate the need to lease storage facilities for each department and/or agency. Storage facilities in Arlington are scarce (if available at all) because of Arlington's urban setting and development pressures. Less expensive storage facilities available outside the county are impractical for many functions because of the need for quick access during emergencies or infrastructure failure.

### Associated Costs and Funding Sources

#### TOTAL PROJECT BUDGET FUNDING SOURCES

Referenda 2014 GO Bonds - \$1.545M  
Referenda 2016 GO Bonds - \$15.91M  
Total Project Estimate - \$17.46M

## 07. Storage Facility

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Storage Building: 75,000 SF @ \$220/SF.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	1,545	0	0	0	0	0	0	0	1,545	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	15,914	0	0	0	0	0	15,914	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>1,545</b>	<b>0</b>	<b>15,914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,459</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	1,545	0	15,914	0	0	0	0	0	17,459	
<b>Subtotal New Funding</b>			<b>1,545</b>		<b>15,914</b>						<b>17,459</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>1,545</b>	<b>0</b>	<b>15,914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,459</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>Includes 1.5 FTEs for a warehouse manager at \$180,000. Assumes \$6 @ 75,000sf.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	1.5	1.5	1.5	1.5	1.5		
Operations Costs (+/-)	0	0	0	0	0	630	630	630	630	630	3,150	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>3,150</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>3,150</b>	

**08. Arlington Mill Community Center**

**Project Description**

The Arlington Mill Community Center (AMCC) will be a five-story multi-user community center, providing neighborhood-oriented programs by the Departments of Parks and Recreation, Human Services and Libraries. The project includes approximately 50,000 sf of interior spaces in the five-story tower, a high-school size gym (8,700 sf) and an exterior plaza about 15,000 sf. A small space for ground level retail is included on the corner of Columbia Pike and Dinwiddie. Two levels of underground parking with 140 spaces are also provided. Construction started in September, 2011 and is scheduled for completion in summer, 2013; AMCC services to the public are planned to start in fall, 2013. A County process was completed in fall, 2010 to select a developer for an affordable housing project to be built on the north end of the AMCC site. In January, 2011 the County and developer signed an agreement whereby the County would extend the underground parking garage to include the shell of the housing garage, which shares a common entrance with AMCC.

<p><b>Associated Master Plan:</b></p>	<p><b>Critical Milestones:</b></p> <p><i>Complete Residential Garage and Garage Deck</i>                      <b>August 2012</b></p>	<p><b>Advisory Commission:</b></p> <p>Housing Commission, Park and Recreation Commission</p>
<p><b>Neighborhood(s):</b> Columbia Forest, Columbia Heights West</p>	<p><i>Substantial Completion</i>                      <b>June 2013</b></p> <p><i>Community Center opening</i>                      <b>Sept, 2013</b></p>	

**Project Justification**

The AMCC will serve the increasing population density at the west end of Columbia Pike and fill needs left with the closure of the previous AMCC. Additionally, the selection of a developer to provide 121 units of affordable housing on the balance of the site will provide additional public benefit on the County’s land.

**Changes from Prior CIP**

Construction started in September, 2011 and will continue through Spring, 2013.

**Associated Costs and Funding Sources**

FUNDING HISTORY

- FY 2009 Closeout \$1.49M
- FY2010 Closeout \$1.51M
- FY 2006 PRCR GO Bond \$26.0M
- FY 2006 Community Conservation Bond \$2.0 M
- FY 2011 IDA Bond \$5.0 M
- Total Project Estimates \$36 M

## 08. Arlington Mill Community Center

Capital Cost Schedule (in \$1,000s)											<b>Notes on Cost Estimates</b>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
A & E	500	0	0	0	0	0	0	0	0	0	500	<i>Total design and construction cost for the Arlington Mill Community Center is estimated at \$36 M, as funded by PAYG and bonds. Cost values shown are for FY 13, through scheduled completion in summer, 2013 (start of FY 2014).</i>	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0		
Construction	10,600	0	0	0	0	0	0	0	0	0	10,600		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0		
Equipment and Furnishings	4,000	0	0	0	0	0	0	0	0	0	4,000		
<b>Total Project Cost</b>	<b>15,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,100</b>		
Funding Schedule (in \$1,000s)											<b>Notes on Funding Schedule</b>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
<b>New Funding</b>													<i>Previously approved fund balances are based on May 2012 spending estimates.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>													
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	3,000	0	0	0	0	0	0	0	0	0	3,000		
Issued but Unspent Bonds	11,400	0	0	0	0	0	0	0	0	0	11,400		
Other Previously Approved Funds	700	0	0	0	0	0	0	0	0	0	700		
<b>Subtotal Previously Approved Funding</b>	<b>15,100</b>										<b>15,100</b>		
<b>Total Revenues</b>	<b>15,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,100</b>		
Projected Additional Operating Costs (in \$1,000s)											<b>Notes on Operating Costs</b>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>The FY13 costs are one-time program start up costs that will be potentially included in FY12 closeout funding. The FY 14-22 estimates are in the mid to high range based on analysis conducted by the programs that will use the facility.</i>	
Operations Costs (+/-)	750	3,300	3,300	3,300	3,300	3,300	3,300	3,300	3,300	3,300	30,450		
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0		
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0		
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0		
<b>Gross Operating Costs</b>	<b>750</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>30,450</b>		
Less Fees	0	0	0	0	0	0	0	0	0	0	0		
<b>Net Operating Cost</b>	<b>750</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>30,450</b>		



## PUBLIC / GOVERNMENT FACILITIES

### Ballston Public Parking Garage

PUBLIC / GOVERNMENT  
FACILITIES  
2013 – 2022 CIP

In 1984, Arlington County purchased the garage at the Parkington Shopping Center as part of an economic development plan for the Ballston area of the County. The facility was subsequently renamed the Ballston Public Parking Garage, and was renovated and expanded to include 2,800 parking spaces on seven floors. This project was completed in conjunction with the redevelopment of what is now the Ballston Commons Mall. The first seven floors of the garage are operated as an enterprise fund.

Between 2004 and 2008, an eighth level of parking, as well as the Washington Capitals skating and office facility, was constructed. The eighth floor of the facility is operating as a separate enterprise fund.

Portions of the parking facility date back to the 1950's, and some capital improvements have been made over the past few years. These include replacement of the first floor slab, lighting upgrades, new signage, repainting, and structural repairs. Due to the age of the facility, additional capital needs include slab waterproofing, facade repairs, additional structural upgrades, updated payment equipment, and refurbishing the elevator lobbies.

Preliminary estimates of capital needs are approximately \$14.8 million over the next 10 years for the first seven floors, and approximately \$5 million for the eighth level. The first six years of the capital plan total \$17.2 million, compared to \$8.3 million in the FY 2011 - FY 2016 Adopted CIP. This results from adding the next major upgrade at the garage in FY 2017. Several engineering studies are ongoing to better estimate the range of costs and project timing for the eighth level work.

In addition to the planned capital improvements, the bonds that were issued to expand and improve the first seven floors of the facility in 1984 mature in fall 2017 (FY 2018). The bonds were structured with a bullet maturity, meaning that \$8.1 million (out of the \$11.8 currently outstanding) matures at one time in 2017. In FY 2012, a payment of \$700,000 was made in addition to the required \$500,000 debt service payment to begin addressing the bullet maturity.

The hourly and monthly parking rates at the garage were increased effective May 1, 2012. The first three hours of parking remain at \$1.00, but the hourly rates increase after that threshold by anywhere from \$0.50 to \$1.00 per hour, and the maximum daily rate has increased by \$2.00 to \$10.00. Monthly five-day parking passes have increased by \$28.00 to \$105.00 and seven-day monthly passes have increased by \$41.00 to \$145.00. Additionally, graduated parking rates are now charged on weekends. Weekends used to be charged at \$1.00 per day. These new rates keep the garage's parking rates competitive with other area malls and commercial garages, while beginning to address capital and debt service needs. Revenues generated by the first seven floors can be spent only on that portion of the garage.

As noted above, several engineering studies that are currently underway will help determine cost and, in particular, timing/phasing requirements.

## 10 Year Capital Program Costs (000s)

Levels 1 - 8

	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22			<b>10 Year Total</b>
Waterproofing, Signage, Painting	350	-	-	-	680	2,820	-	-	-	-	-	-	3,850
Façade Replacement	1,500	2,000	-	-	-	-	-	-	-	-	-	-	3,500
Elevator Lobbies	-	-	819	681	-	-	-	-	-	-	-	-	1,500
Pay Stations	-	750	-	-	-	-	-	-	-	-	-	-	750
Lighting and Electrical Upgrades	-	-	1,500	-	-	-	-	-	-	-	-	-	1,500
Vertical Expansion Repairs	3,100	1,900	-	-	-	-	-	-	-	-	-	-	5,000
Maintenance Capital	350	330	200	100	90	550	130	830	460	650	-	-	3,690
<b>Total Program Cost</b>	<b>5,300</b>	<b>4,980</b>	<b>2,519</b>	<b>781</b>	<b>770</b>	<b>3,370</b>	<b>130</b>	<b>830</b>	<b>460</b>	<b>650</b>			<b>19,790</b>

## Program Funding Sources (000s)

Levels 1 - 8

	FY13	FY14	FY15	FY16									<b>10 Year Total</b>
Parking Revenues and Construction Reserve	2,200	3,080	2,519	781	770	3,370	130	830	460	650			14,790
Other Local Funds	5,000	-	-	-	-	-	-	-	-	-	-	-	5,000
<b>Total Program Funding</b>	<b>7,200</b>	<b>3,080</b>	<b>2,519</b>	<b>781</b>	<b>770</b>	<b>3,370</b>	<b>130</b>	<b>830</b>	<b>460</b>	<b>650</b>			<b>19,790</b>

Other local funds include debt service savings and one-time closeout money

## **09. Ballston Public Parking Garage Floors 1 - 7**

### **Project Description**

These projects will address various needs on the first seven levels of the Ballston Public Parking Garage. Projects include waterproofing and signage, facade repair, parking pay stations, elevator lobby refurbishments, and lighting and electrical upgrades.

<b>Associated Master Plan:</b> Ballston Sector Plan, Comprehensive Master Transportation Plan (MTP) for Arlington
<b>Neighborhood(s):</b> Ballston-Virginia Square

### **Project Justification**

Projects in FY 2013 include the first year of the facade repair or replacement. FY 2014 projects include the completion of the facade project and installation of parking pay stations for the convenience of customers. Elevator lobbies and lighting and electrical upgrades are planned for FY 2015 and FY 2016. Project timing and cost may be adjusted to coordinate with proposed renovations to Ballston Common Mall. A major capital refurbishment will be undertaken in FY 2017 and FY 2018, consistent with the historical maintenance schedule. Revenue control equipment, including cash registers, gate arms, and revenue control computers, is scheduled for replacement in FY 2020. Every year of the plan includes ongoing capital maintenance in addition to the major projects.

### **Changes from Prior CIP**

Lighting and electrical upgrades have been added to the planned projects on the first seven levels of the garage, and the next major upgrade at the garage, which was beyond the timeframe of the prior CIP, has been added in FY 2017. Additionally, capital maintenance is included in the current plan.

## 09. Ballston Public Parking Garage Floors 1 - 7

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>2,200</b>	<b>3,080</b>	<b>2,519</b>	<b>781</b>	<b>770</b>	<b>3,370</b>	<b>130</b>	<b>830</b>	<b>460</b>	<b>650</b>	<b>14,790</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	2,200	3,080	2,519	781	770	3,370	130	830	460	650	14,790	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>2,200</b>	<b>3,080</b>	<b>2,519</b>	<b>781</b>	<b>770</b>	<b>3,370</b>	<b>130</b>	<b>830</b>	<b>460</b>	<b>650</b>	<b>14,790</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>2,200</b>	<b>3,080</b>	<b>2,519</b>	<b>781</b>	<b>770</b>	<b>3,370</b>	<b>130</b>	<b>830</b>	<b>460</b>	<b>650</b>	<b>14,790</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## 10. Ballston Garage 8th Floor Repairs

### Project Description

This project includes removal of the traffic coating, full depth replacement of low strength concrete in limited areas, local repair of delaminated concrete, grout and seal slab cracks, replacement of expansion joints, adjusting drainage profile, and installation of new traffic coating. Repairs in limited areas of the eighth level will begin in the fall of 2012, and the balance of the construction will be underway in the spring to summer of calendar year 2013.

<p><b>Associated Master Plan:</b></p>	<p><b>Critical Milestones:</b></p> <p><i>Start design and construction document preparation</i>                      <b>Spring, 2012</b></p> <p><i>Start construction</i>    <b>Fall, 2012</b></p> <p><i>Complete construction</i>    <b>Summer, 2013</b></p>
<p><b>Neighborhood(s):</b> Ballston-Virginia Square</p>	

### Project Justification

Areas of the eighth level parking deck and ramp from the seventh level have deteriorated due to construction issues when the deck was constructed. Replacement in selected areas and a new traffic coat will insure a long serviceable life for the deck.

## 10. Ballston Garage 8th Floor Repairs

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	372	95	0	0	0	0	0	0	0	0	467	<i>Construction costs are very preliminary; scope of repairs was defined over the last year and more refined cost estimates will be available by fall of 2012.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,728	1,805	0	0	0	0	0	0	0	0	4,533	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>3,100</b>	<b>1,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>Previous funding includes proceeds from bond refinancing, available fund balance in the eighth level enterprise fund, and PAYG allocation approved as part of the FY 2012 budget.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>												
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	3,100	1,900	0	0	0	0	0	0	0	0	5,000	
<b>Subtotal Previously Approved Funding</b>	<b>3,100</b>	<b>1,900</b>									<b>5,000</b>	
<b>Total Revenues</b>	<b>3,100</b>	<b>1,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# PUBLIC / GOVERNMENT FACILITIES

## Facilities

PUBLIC / GOVERNMENT FACILITIES  
2013 – 2022 CIP

### 11. DHS Consolidation

#### Project Description

Department of Human Services operations now located at the Edison site, Clarendon House and Fenwick will be relocated to a consolidated location. Options include the three-building Sequoia Plaza complex at 2100-2130 Washington Blvd and other leased locations. The first phase relocates the functions now operating at Drewry (1725 N George Mason Drive), George Mason Bldg (1801 N George Mason Drive) and 1810 Edison St building including crisis intervention, mental health services, substance abuse and psychiatric services and related administrative support. The Early Childhood Development program housed in the George Mason Building will likely remain through the initial lease period of January 31, 2018; that would be a logical time to consider other locations for that function. The behavioral health program, a day program for individuals with serious mental illness, will be relocated from Clarendon House, 3141 10th Street N, to the new location. The first phase will require approximately 57,000 square feet of new lease space. The County will separately develop a strategy for reuse or re-purposing or deconstructing portions of the Edison complex after the relocation of the DHS functions. The second phase of the consolidation will relocate programs now at the Fenwick facility, 800 South Walter Reed Drive, to the new location. The Fenwick programs include the public health clinic, including the Tuberculosis Clinic, and laboratory services; approximately 14,000 square feet will be required to relocate Fenwick services.

<b>Associated Master Plan:</b> Clarendon Sector Plan	<b>Critical Milestones:</b>  <i>Start design</i> <b>July, 2013</b> <i>Complete lease for new facilities</i> <b>Jan, 2014</b> <i>Start construction for DHS relocation</i> <b>Mar, 2013</b> <i>Substantial completion</i> <b>Mar, 2014</b> <i>Consolidation complete</i> <b>May, 2014</b>	<b>Advisory Commission:</b> Community Services Board (CSB)
<b>Neighborhood(s):</b> Arlington Heights, Clarendon-Courthouse, Highview Park		

#### Project Justification

DHS relocated their core services to Sequoia Plaza building 1, 2100 Washington Blvd, in 2010, which now provides 89% of the 37,000 annual client visits. Only 8.2% of DHS clients receive services at the Edison complex; 72% of these clients also receive services at Sequoia. Consolidation at Sequoia or another location nearby easily accessed by frequent transit will reduce the extent of client travel and allow DHS to operate more efficiently. Relocation of services from the Edison complex will resolve multiple issues: 1) Drewry and 1810 Edison buildings are beyond their useful life, require high levels of maintenance, are high energy users and have limited parking space for clients and staff; and 2) the 1800 Edison building has been vacant for over five years and would not be economically justified to renovate to current standards. The Clarendon House is similarly an outmoded structure with limited parking availability. The Clarendon Sector Plan calls for this site to be converted to open space. Relocating the Fenwick programs will complete the consolidation of DHS services, improving DHS staff efficiency and quality of service.) The building has an outdated HVAC system and is a high energy user.

#### Associated Costs and Funding Sources

##### TOTAL PROJECT BUDGET FUNDING SOURCES

FY 2014 PAYG - \$2.64M  
 FY 12 Closeout Funds - \$2.96M  
 Developer Contribution - \$4.26M  
 Total Project Estimate - \$9.86M

## 11. DHS Consolidation

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b> <i>Construction and relocation costs estimated at \$135-140/sf for renovations to relocate services, offset by a landlord Tenant Improvement (TI) allowance estimated at \$60/sf for an extended period lease. Approximately 71,000 sf at a new location will be renovated for Phases I &amp; II. After offsets, the net construction costs to be covered by the County are estimated at ~\$75/sf for 71,000 sf, or \$5.6M</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	400	100	0	0	0	0	0	0	0	0	500	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	4,560	4,000	0	0	0	0	0	0	0	0	8,560	
Relocation and Temp Facilities	0	200	0	0	0	0	0	0	0	0	200	
Equipment and Furnishings	0	600	0	0	0	0	0	0	0	0	600	
<b>Total Project Cost</b>	<b>4,960</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,860</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b> <i>Funding sources include assumed \$60/sf Tenant Improvement (TI) allowance from landlord, offsetting construction in the newly leased 71,000 sf, equal to \$4.26 M, shown as developer contribution. Actual TI will be negotiated for best value to the County. Funding sources include an estimate of County one-time funding of \$2.96M to be considered during the FY12 close-out process.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	2,000	2,260	0	0	0	0	0	0	0	0	4,260	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	2,640	0	0	0	0	0	0	0	0	2,640	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>2,000</b>	<b>4,900</b>									<b>6,900</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	2,960	0	0	0	0	0	0	0	0	0	2,960	
<b>Subtotal Previously Approved Funding</b>	<b>2,960</b>										<b>2,960</b>	
<b>Total Revenues</b>	<b>4,960</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,860</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	2,343	2,343	2,343	2,343	2,343	2,343	2,343	2,343	18,744	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>18,744</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>2,343</b>	<b>18,744</b>	



# PUBLIC / GOVERNMENT FACILITIES

## Facilities

PUBLIC / GOVERNMENT FACILITIES  
2013 – 2022 CIP

### 12. Fire Station 10 - Relocation to New Building

#### Project Description

The current location of Fire Station 10 is expected to be redeveloped. This project would replace the old Fire Station No. 10 on Wilson Boulevard with a new facility that meets the needs of our growing community, and in particular the new high density taller structures in Rosslyn. The fire station project area is anticipated to be approximate 22,000 SF in two floors of a phased-development mixed-use project. Underground parking for staff and visitors is expected. County land where the current fire station is situated would be incorporated into the development. The value of the density of the County property would be used to fund the design, construction and fit out of the new fire station.

<b>Associated Master Plan:</b> Rosslyn to Courthouse Urban Design Study	<b>Critical Milestones:</b>  <i>Design Development Phase Begins</i> <b>July 2015</b> <i>Construction Phase Begins</i> <b>July 2016</b>	<b>Advisory Commission:</b> Emergency Preparedness Advisory Commission
<b>Neighborhood(s):</b> North Rosslyn		

#### Project Justification

The current location of Fire Station 10 will be redeveloped. The new station is required to better meet the needs of increased density and taller structures in Rosslyn.

#### Associated Costs and Funding Sources

##### TOTAL PROJECT BUDGET FUNDING SOURCES

Developer Contribution FY 2016/2017 - \$8.24M  
 PAYG - \$1.03M  
 Total Project Estimate - \$9.27M

## 12. Fire Station 10 - Relocation to New Building

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Estimated Sq. Ft. 22,000 Estimated Cost Per Sq. Ft. \$415.00</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	554	130	0	0	0	0	0	0	684	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	4,955	3,334	0	0	0	0	0	8,289	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	300	0	0	0	0	0	300	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>554</b>	<b>5,085</b>	<b>3,634</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,273</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>The schedule is notional; timing of actual development will be largely driven by the developer.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	4,943	3,296	0	0	0	0	0	8,239	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	554	142	338	0	0	0	0	0	1,034	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>			<b>554</b>	<b>5,085</b>	<b>3,634</b>						<b>9,273</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>554</b>	<b>5,085</b>	<b>3,634</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,273</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>The existing facility is 10,000sf and so the difference between the existing facility and the new facility will be a net area of 12,000 sf. Assume \$6/sf for 12,000sf.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	72	72	72	72	72	360	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>360</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>360</b>	

### **13. Arlington Police and Sheriff Firing Range**

#### **Project Description**

The Arlington County Police Department and Sheriff's Office (ACPD and ASO) require an adequate fire arms training facility. Two options are under consideration: (1) the preferred joint venture to develop and upgrade an indoor-outdoor range with the Metropolitan Washington Airports Authority at Dulles International Airport, and (2) a backup option to provide an indoor pistol firing range.

#### **Notional Milestones:**

<i>Start design</i>	<b>July 2016</b>
<i>Start construction</i>	<b>Dec 2016</b>
<i>Substantial completion</i>	<b>June 2017</b>

#### **Project Justification**

Due to the unavailability of a proper facility, ACPD and ASO conduct fire arms training in adjoining jurisdictions on a restricted availability and low priority basis. Historically, training has been constrained as a result of scheduling difficulties and last minute changes or cancellations due to conflicts with other agencies and private entities. Historically, Arlington had a long-term relationship with Alexandria Police for use of its firearms training facility, but since 2008, has used it only on an emergency basis. The condition of the facility, noise ordinance limitations, lack of schedule control, and increased demand from Alexandria all combined to make Alexandria's range no longer an effective long-term option. Our current limited use of the firearms training facility at Dulles is made possible by a cooperative agreement between law enforcement officials, but must be reaffirmed on a year-to-year basis which does not allow for future, long-term planning. However, the Dulles facility, while perfect in many aspects from a shooting perspective because it allows both fixed target and active shooter training modes, has no running water, no fixed restroom facilities, no covered firing points, and would need significant capital investment to meet current code. A County-sponsored firing range jointly completed with MWAA will allow county law enforcement agencies to conduct training and certifications with assurance of sufficient range availability, allowing for development of long range training plans and more accurate staffing projections. Under the current situation, training dates are cancelled short notice or become available with short notice, requiring overtime for backfill of officers and instructors. A joint facility at Dulles would also enable training for emerging tactical training needs such as active shooter, building search and officer rescue scenarios. The facility would meet both mandatory and desirable training demands. Mandatory training for certifications presently requires a minimum of 237 training days each calendar year for ACPD, and 106 for ASO. The training includes: In-service Qualifications, Patrol Rifle Qualifications, Pre-academy Training, and SWAT for the range, and Basic Taser Operator, Taser recertification, Defensive Tactics Refresher / Tactical Training, and Simulated Ammunition Training for the training facility.

#### **Associated Costs and Funding Sources**

##### **TOTAL PROJECT BUDGET FUNDING SOURCES**

FY 2011 Closeout PAYG - \$3.0M  
Referenda 2016 GO Bonds - \$2.5M  
Total Project Estimate - \$5.50M

### 13. Arlington Police and Sheriff Firing Range

Capital Cost Schedule (in \$1,000s)												<b>10 Year Total</b>	<b>Notes on Cost Estimates</b> <i>If a joint facility is chosen at Dulles, the capital contribution from Arlington will be negotiated. Cost values are placeholders based on construction of an indoor Pistol Firing Range 200' x 100'; 20,000 SF with a total cost estimated at \$275/sf.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
A & E	0	0	0	0	500	0	0	0	0	0	0	500	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	5,000	0	0	0	0	0	0	5,000	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,500</b>	

Funding Schedule (in \$1,000s)												<b>10 Year Total</b>	<b>Notes on Funding Schedule</b> <i>Reflects PAYG allocation made at FY 2011 close-out and currently being held in capital contingency</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	2,500	0	0	0	0	0	0	2,500	
<b>Subtotal New Funding</b>					<b>2,500</b>							<b>2,500</b>	
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	3,000	0	0	0	0	0	0	3,000	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,500</b>	

Projected Additional Operating Costs (in \$1,000s)												<b>10 Year Total</b>	<b>Notes on Operating Costs</b> <i>Assumes \$6/sf @ 20,000sf.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	120	120	120	120	120	120	600	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>600</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>600</b>	

## 14. Fire Training Academy

### Project Description

Additions to the Fire Training Academy of a seven (7) story training tower, a drafting station for certification of pumps carried by fire apparatus, a confined space training facility, a bomb disposal container storage area, relocation of one (1) fabric structure housing two (2) fire apparatuses used for training and the addition of a second fabric structure that will house an additional training apparatus and an emergency command vehicle. The work includes construction of a retaining wall between the Fire Training Academy site and the Earth Products Yard and repaving the open spaces around the training tower and fabric structures. Site investigation has detected petroleum-contaminated soils.

<b>Associated Master Plan:</b>	<b>Critical Milestones:</b>  <i>Notice to Proceed</i> <b>Feb, 2012</b> <i>Substantial Completion</i> <b>Feb, 2013</b>	<b>Advisory Commission:</b> Emergency Preparedness Advisory Commission
<b>Neighborhood(s):</b> Fairlington-Shirlington		

### Project Justification

The addition of these improvements at the Fire Training Academy at the Trades Center will eliminate the need to transport equipment and staff to adjacent jurisdictions for training and requalification.

### Changes from Prior CIP

The Fire Department requested funding for additions to the Fire Training Academy, and the GO Fire Bonds of \$4.75 M were issued in FY 2005 for the Fire Training Academy. At that time, a total replacement of the Fire Training Academy was planned, including a new classroom building, training tower and facilities housing fire apparatus used for training. The estimated cost for this scope greatly exceeded the available funding and the project was redefined to the available budget. The improvements now planned for the Fire Training Academy include replacement of the fire training tower and providing a facility to certify fire apparatus pumps, structures for onsite storage for fire apparatuses used for recruit training, a confined space training facility, and storage for bomb disposal equipment.

### Associated Costs and Funding Sources

#### FUNDING HISTORY

2004 Referenda Fire GO Bond - \$4.76M

2001 IDA Bond - \$1.6M

Total Project Estimate - \$6.36M

## 14. Fire Training Academy

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Costs reflect the recently awarded construction contract and authorized contingency.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	4,300	0	0	0	0	0	0	0	0	0	0	4,300
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>4,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,300</b>

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>Previously approved fund balances are based on May 2012 spending estimates.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>												
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	4,300	0	0	0	0	0	0	0	0	0	0	4,300
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>4,300</b>											<b>4,300</b>
<b>Total Revenues</b>	<b>4,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,300</b>

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>Assumes operations costs for buildable space only of 5,000sf. Calculates at \$6/sf.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	30	30	30	30	30	30	30	30	30	30	270
Facilities Costs (+/-)	18	18	18	18	18	18	18	18	18	18	18	180
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>270</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>270</b>

## **15. Facility Finishes and Furnishings**

### **Project Description**

This multi-facility project provides for the scheduled and coordinated re-investment in existing facilities interior/exterior finishes and furnishings, at various smaller facilities. Renovations of very large facilities, like the Courts/Police building, will be approved as separate projects given the total level of investment.

### **Project Justification**

Systematic, scheduled, and coordinated re-investment in existing facilities interior/exterior finishes and furnishings is required to keep facilities current and provide a pleasing and safe environment for occupants and users. The project will address the aging finishes at various facilities that have worn and torn flooring, very old wall finishes, worn-out systems furniture and original ceiling systems. In the current building inventory mix, there is a significant quality and appearance disparity between newer buildings and existing buildings that have many remaining years of useful life. The goal is to bring greater parity in quality between facilities regardless of their original date of construction. This category of work is a direct outgrowth of discussions with the County Board appointed CIP working group, which highlighted the need for an integrated approach to interior finishes to achieve maximum effect for investment, vs. a piecemeal approach with different components upgraded at different times, which never give a facility a "new" look and feel.

## 15. Facility Finishes and Furnishings

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	667	309	318	328	338	348	358	369	380	391	3,806	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>667</b>	<b>309</b>	<b>318</b>	<b>328</b>	<b>338</b>	<b>348</b>	<b>358</b>	<b>369</b>	<b>380</b>	<b>391</b>	<b>3,806</b>	
Funding Schedule (in \$1,000s)											Notes on Funding Schedule	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	667	309	318	328	338	348	358	369	380	391	3,806	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>667</b>	<b>309</b>	<b>318</b>	<b>328</b>	<b>338</b>	<b>348</b>	<b>358</b>	<b>369</b>	<b>380</b>	<b>391</b>	<b>3,806</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>667</b>	<b>309</b>	<b>318</b>	<b>328</b>	<b>338</b>	<b>348</b>	<b>358</b>	<b>369</b>	<b>380</b>	<b>391</b>	<b>3,806</b>	
Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## 16. Trade Center Parking Structure-New Deck

### Project Description

This project is the precursor to future development at the Trades Center, including the follow on Consolidated Warehouse. It will provide capacity for severe current parking shortages and increased parking demand resulting from many factors, including consolidation of assets that have already been displaced or are planned as part of this CIP, acquisition of specialty equipment for public safety and public works, and growth in fleet. The existing two-level parking structure built in 2005-2006 was designed to accommodate a third level. The exposed second level deck now includes the bases for the columns that will be installed to support the third level. The additional deck to be built will measure 244' x 224' which will add 160 parking spaces.

<b>Associated Master Plan:</b>	<b>Critical Milestones:</b>						
<b>Neighborhood(s):</b> Fairlington-Shirlington	<table> <tr> <td><i>Start design</i></td> <td><b>July, 2012</b></td> </tr> <tr> <td><i>Start construction</i></td> <td><b>July, 2014</b></td> </tr> <tr> <td><i>Substantial completion</i></td> <td><b>March, 2015</b></td> </tr> </table>	<i>Start design</i>	<b>July, 2012</b>	<i>Start construction</i>	<b>July, 2014</b>	<i>Substantial completion</i>	<b>March, 2015</b>
<i>Start design</i>	<b>July, 2012</b>						
<i>Start construction</i>	<b>July, 2014</b>						
<i>Substantial completion</i>	<b>March, 2015</b>						

### Project Justification

The existing staff and equipment parking structure at the Trade Center built in 2005 is currently in full capacity for large equipment and staff parking. As surface parking lots at the Trade Center are used to build facilities to expand/consolidate DES, Police, Fire and other agencies presence at the Trade Center, the additional parking deck will provide needed parking for staff who used the surface parking lots as well as new trades staff. The overall parking shortage was reinforced by a recent bus parking study performed by Arlington Public schools that highlighted their bus and staff parking cannot be accommodated on adjacent APS property and is roughly 100 spaces short of need. As such, the project has the potential for cost sharing to meet total community needs in a collaborative effort.

### Associated Costs and Funding Sources

TOTAL PROJECT BUDGET FUNDING SOURCES

2006 Emergency Infrastructure GO Bonds - \$0.635M

Referenda 2014 GO Bonds - \$3.13

Total Project Estimate - \$3.769M

## 16. Trade Center Parking Structure-New Deck

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	635	0	0	0	0	0	0	0	0	0	0	635
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	3,134	0	0	0	0	0	0	0	0	3,134
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>635</b>	<b>0</b>	<b>3,134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,769</b>
Funding Schedule (in \$1,000s)												Notes on Funding Schedule
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	3,134	0	0	0	0	0	0	0	0	3,134
<b>Subtotal New Funding</b>			<b>3,134</b>									<b>3,134</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	635	0	0	0	0	0	0	0	0	0	0	635
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>635</b>											<b>635</b>
<b>Total Revenues</b>	<b>635</b>	<b>0</b>	<b>3,134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,769</b>
Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	165	165	165	165	165	165	165	165	1,155
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>0</b>	<b>1,155</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>1,155</b>

Parking Structure New Deck: 54,600 SF at \$70/sf.

Assumes 54,000sf @ \$3/sf.

## **17. Alternate Emergency Communication Center (AECC)**

### **Project Description**

Determine location, develop facility design and construct and equip the Alternate Emergency Communication Center (AECC) and Office of Emergency Management (OEM). The AECC is the backup to the primary ECC located at 1425 N Courthouse Road. The AECC will also house the Emergency Operations Center (EOC), the County's primary control center for major emergencies. The EOC provides space for critical County emergency response functions to be coordinated among agencies and provides media updates. A facility of approximately 12,000 sf is required. The AECC will also provide the means for staff training and certification.

Staff is reaching out to surrounding jurisdictions to explore regional sharing of existing centers to use as backups for one another in case of an evacuation by one or more emergency communication center. Another option to explore is building a new unified center as the regional backup instead of a standalone AECC just for Arlington. The information technology and equipment refreshments at the AECC are currently financed based on estimated useful life, through the master lease program. However, with the need to relocate the AECC out of Court Square West, the equipment refreshments will be delayed accordingly.

### **Project Justification**

Currently, the AECC, OEM staff and EOC are located in the Court House West building, 1400 N Uhle St, which is to be removed as part of the Court House Square redevelopment. The replacement facility should be geographically separated from the primary ECC in the Courts-Police building, 1425 N Courthouse Road so that any physical disruption to that operation would not impact the AECC at its new location. The AECC will require specialty communications and display equipment, Verizon 911 telephone lines and equipment, and radio systems.

### **Associated Costs and Funding Sources**

#### **TOTAL PROJECT BUDGET FUNDING SOURCES**

2014 Referenda GO Bond - \$0.50M  
Referenda 2016 GO Bond - \$3.0M  
Total Project Estimate - \$3.5M

## 17. Alternate Emergency Communication Center (AECC)

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b> <i>Values provide for the fit out and equipping a dedicated 12,000 sf AECC/OEM office space within an existing building, location to be determined. The specialty fit out, including raised floor and server room for communication equipment, and providing staff locker and kitchen facilities will require approximately \$300/sf.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	500	0	0	0	0	0	0	0	500	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	3,000	0	0	0	0	0	3,000	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	500	0	3,000	0	0	0	0	0	3,500	
<b>Subtotal New Funding</b>			<b>500</b>		<b>3,000</b>						<b>3,500</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	206	206	206	206	824	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>206</b>	<b>206</b>	<b>206</b>	<b>824</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>206</b>	<b>206</b>	<b>206</b>	<b>824</b>	

## 18. ADA Remediation

### Project Description

The County is conducting a comprehensive assessment of 54 facilities to determine any deficiencies in access for persons with physical disabilities. The assessments will be completed in FY 12-13. Upon identification of deficiencies in meeting Code of Federal Regulations Title II requirements to provide access to public programs and facilities, the County will engage an architect-engineer as needed to develop facility-specific design solutions, to be followed by use of an on-call job order construction contractor to remedy the deficiencies. New construction projects include funding for ADA compliant design and features within their individual project budgets; this program is to remediate existing facilities.

### Critical Milestones:

<i>Complete facility assessments with consultant</i>	<b>Summer, 2012</b>
<i>Start remediation construction at affected facilities</i>	<b>Fall, 2012</b>
<i>Complete remediation construction for affected facilities</i>	<b>Summer, 2013</b>

### Project Justification

To insure that all County facilities are compliant with CFR Title II regulations, and to provide full access to County programs and facilities.

### Changes from Prior CIP

The facility specific program to complete the assessments has begun; remediation of identified deficiencies will follow.

## 18. ADA Remediation

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Costs will vary by facility for tasks such as: interior/exterior ramps; restroom renovations, parking spaces, etc.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	114	114	114	0	0	0	0	0	0	0	342	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	687	1,375	715	0	0	0	0	0	0	0	2,777	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>801</b>	<b>1,489</b>	<b>829</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,119</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>Previous PAYG funding came from prior PAYG allocations to complete the deficiencies from the Department of Justice agreement.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	740	829	0	0	0	0	0	0	0	1,569	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>0</b>	<b>740</b>	<b>829</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,569</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	801	749	0	0	0	0	0	0	0	0	1,550	
<b>Subtotal Previously Approved Funding</b>	<b>801</b>	<b>749</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,550</b>	
<b>Total Revenues</b>	<b>801</b>	<b>1,489</b>	<b>829</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,119</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## **19. Facility Master Planning**

### **Project Description**

Facility master planning provides an integrated approach that addresses short, intermediate, and long-term future needs for County facilities. Planning proceeds in phases, and balances short-term deficiencies with long range objectives for space management and efficiencies, often with emphasis on a particular site, or a certain subgroup of facilities. For example, during the past year, using funds previously approved for planning, the County studied storage deficiencies for multiple departments. Future studies will recommend priorities for both replacement and limited renovation efforts to extend the useful life of existing facilities to better serve clients, patrons, citizens, staff and customers. Other studies will identify lease strategies and prioritize projects to meet near-term space needs. The outcome is an evolving, flexible project list that is capable of taking advantage of new opportunities, while simultaneously working to resolve known deficiencies, all at a funding level and timing consistent with debt capacity and future years funding allocations. Periodic reevaluation and updating of space deficiencies and excess space will help to provide a relevant baseline context for site-specific decisions and strategies.

### **Project Justification**

A phased approach to facility master planning will provide timely and relevant analysis for "big" facility decisions including acquisition, redevelopment, renovation or disposition of County facilities. Items currently planned for study include:

FY13/14 – Courthouse Square (\$200k/FY13, \$270k/FY14)

FY 14 – 26<sup>th</sup> Rd & Old Dominion Site (\$200k)

FY 15 – FS #4/ Clarendon Mixed Use Project (\$250k)

FY16 – Edison Complex (\$250k)

FY 17 – FS #7/ Crystal City (\$250k)

FY 18 – Aurora Hills Complex (\$250k)

### **Changes from Prior CIP**

The previous CIP outlined a more aggressive and comprehensive approach for all facilities; this modified approach acknowledges the more incremental decision making process and preference to fully engage with the community on specific sites when they are being considered for change.

## 19. Facility Master Planning

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	200	200	500	250	500	250	250	250	250	250	2,900	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>200</b>	<b>200</b>	<b>500</b>	<b>250</b>	<b>500</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>2,900</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	200	500	250	500	250	250	250	250	250	2,700	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>		<b>200</b>	<b>500</b>	<b>250</b>	<b>500</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>2,700</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	200	0	0	0	0	0	0	0	0	0	200	
<b>Subtotal Previously Approved Funding</b>	<b>200</b>										<b>200</b>	
<b>Total Revenues</b>	<b>200</b>	<b>200</b>	<b>500</b>	<b>250</b>	<b>500</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>2,900</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## 20. North Side Salt Facility

### Project Description

The salt storage structure at the N Arlington DES site at Old Dominion and 26St N will be replaced and DES services, including the mulch area, salt storage and facilities for dispatching snow crews and installing tire chains will be reorganized on the site. Planning for the site will also establish a designated area for the potential future relocation of Fire Station 8 from its outdated facility on Lee Highway. A public process to obtain community input on the site redevelopment will be conducted.

<b>Associated Master Plan:</b>	<b>Critical Milestones:</b>  <i>Start community process</i> <b>Jan, 2013</b> <i>Start design</i> <b>July, 2013</b> <i>Complete community process</i> <b>December, 2013</b> <i>Start construction</i> <b>July, 2015</b> <i>Complete construction</i> <b>June, 2016</b>
<b>Neighborhood(s):</b> Donaldson Run	

### Project Justification

The existing salt storage facility is beyond its useful life; short-term structural repairs will be made during summer, 2012. Those repairs will only be temporary; the old rusting tank continues to decay and needs to be replaced. A plan to reorganize DES operations in N Arlington will be developed that will include identifying space for the future relocation of Fire Station 8. Moving FS # 8 from Lee Highway will result in a significant improvement in Fire Department response time to N Arlington.

### Associated Costs and Funding Sources

#### TOTAL PROJECT BUDGET FUNDING SOURCES

FY 2012 PAYG - \$0.200M  
 Referenda 2012 GO Bonds - \$0.206M  
 Referenda 2014 GO Bonds - \$2.185M  
 Total Project Estimate - \$2.591

## 20. North Side Salt Facility

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
A & E	0	206	0	0	0	0	0	0	0	0	206	<i>Estimated Sq. Ft. 14,000 Estimated Cost Per Sq. Fr. \$142.00</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	2,185	0	0	0	0	0	0	2,185	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>206</b>	<b>0</b>	<b>2,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,391</b>	
Funding Schedule (in \$1,000s)											Notes on Funding Schedule	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	206	0	2,185	0	0	0	0	0	0	2,391	
<b>Subtotal New Funding</b>		<b>206</b>		<b>2,185</b>							<b>2,391</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>206</b>	<b>0</b>	<b>2,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,391</b>	
Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	42	42	42	42	42	42	252	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>252</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>252</b>	



## 21. Columbia Pike Library Replacement

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	114	0	114		<i>Basic costs are included for renovation of an existing space, 14,000 sq ft @\$70. If the facility was relocated to a mixed-use facility on Columbia Pike, the County share of construction or renovation costs would be negotiated.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	1,170	1,170		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0		
Equipment and Furnishings	0	0	0	0	0	0	0	0	587	587		
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>1,757</b>	<b>1,871</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0		
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		
Other Funding	0	0	0	0	0	0	0	0	0	0	0		
PAYG	0	0	0	0	0	0	0	0	0	587	587		
New Bond Referenda	0	0	0	0	0	0	0	0	114	1,170	1,284		
<b>Subtotal New Funding</b>									<b>114</b>	<b>1,757</b>	<b>1,871</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0		
<b>Subtotal Previously Approved Funding</b>													
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>1,757</b>	<b>1,871</b>		

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## **22. Critical Systems Infrastructure (CSI)**

### **Project Description**

There are several facilities throughout the County that are essential to the operations of Public Safety and First Responders. The intent of the CSI program is to centralize the monitoring and maintenance of building systems (e.g. HVAC, power, building envelope, fire alarm) supporting these 24/7/365 mission critical facilities. The facilities include the Emergency Communications Center (ECC), Alternative Emergency Communications Center (AECC), Emergency Operations Center (EOC), Network Operations Centers (NOCs), Arlington County Detention Facility (ACDF), Public Safety Radio Sites, and County Fire Stations. The CSI program will operate out of the Facilities Management Bureau (FMB) in the Department of Environmental Services (DES) and will encompass the management of day-to-day operations, on-call after-hours service responses, regular periodic and preventative maintenance, and longer term capital improvement projects.

### **Project Justification**

Over the past decade the inventory and complexity of mission critical facilities in the County has increased. The majority of these sites have been maintained by user agencies, while others were maintained and operated by DES. This non-uniform approach could lead to failures in building systems and ultimately interruptions in the user agencies services. By centralizing the building system operations under DES Facilities Management Bureau the maintenance, capital improvements, and emergency response will be performed consistently across all sites. Similarly, centralizing oversight of the operational technology under DTS, to include any necessary software and hardware redundancies, will ensure some consistency in software and hardware maintenance. This will ensure proper operation of the building and technology systems to allow the user agencies to perform their core services without interruption. The following are the sites that are the initial primary focus of the CSI program.

- **ECC:** This site serves as the 9-1-1 call center for the entire County. Since the construction in 2008 there have been several reliability issues with the electrical power system. DES is currently implementing upgrades to the center to provide reliable, filtered and uninterruptable power. Upon completion of the upgrades, the ECC will be maintained by a mission critical contractor managed by the CSI program.
- **AECC:** The AECC serves as the back-up site for the ECC. Current maintenance and capital improvement frequencies of the electrical and mechanical systems are inconsistent with a mission critical facility. Integrating these sites into the CSI program will ensure proper maintenance and monitoring of the building systems.
- **CHP & Trade Center NOCs:** The NOCs support essential County services such as the entire County network, County e-mail, County website, County phone system, street light operation, and some Public Safety networks. Both NOCs have sophisticated building system components serving specific tasks associated with power, climate control, and fire protection. Proper operation of each component is essential to maintain each NOC online. Inclusion of these sites into the CSI program will ensure proper monitoring, preventative and corrective maintenance, and 24/7/365 emergency response.
- **Arlington County Detention Facility (ACDF):** This site serves as the only detention facility in the County and is a 24/7/365 operation. Reliability of the ACDF electrical standby power system is considered essential for facilities of this nature. Upgrades to system have been identified and the intent is to address these under the CSI program. Monitoring, preventative and corrective maintenance, and 24/7/365 emergency response for the standby power system will be provided through the CSI program.
- **Public Safety Radio Sites:** There are six radio sites located throughout the County. Operation of these radio sites is essential for maintaining clear radio communication for public safety first responders. Current maintenance and capital improvement frequencies of the electrical and mechanical systems are inconsistent with a mission critical facility. Integrating these sites into the CSI program will ensure proper maintenance and monitoring of the building systems.
- **Fire Stations:** There are nine fire stations strategically located throughout the County (plus one in Falls Church) to ensure as-needed response to life safety situations. The CSI program will maintain the generators that support building life safety and emergency systems.

## 22. Critical Systems Infrastructure

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0
Construction	778	1,257	21	76	0	29	56	0	0	70	2,287
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>778</b>	<b>1,257</b>	<b>21</b>	<b>76</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>2,287</b>
Funding Schedule (in \$1,000s)											Notes on Funding Schedule
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	21	76	0	29	56	0	0	70	252
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>			<b>21</b>	<b>76</b>		<b>29</b>	<b>56</b>			<b>70</b>	<b>252</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	778	1,257	0	0	0	0	0	0	0	0	2,035
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>778</b>	<b>1,257</b>									<b>2,035</b>
<b>Total Revenues</b>	<b>778</b>	<b>1,257</b>	<b>21</b>	<b>76</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>2,287</b>
Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	1	1	1	1	1	1	1	1	1	1	
Operations Costs (+/-)	577	577	577	577	577	577	577	577	577	577	5,770
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>5,770</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>5,770</b>

*In fiscal year 2012, critical systems at the Detention Facility had to be refreshed, estimated at \$1.4 million. Funds were paid from the 2006 community infrastructure bonds for emergency infrastructure. The authorized but unissued bonds reflected in the CIP totaling \$2.0 million are the balance of 2006 emergency infrastructure bonds to be used for the remaining critical systems at the various locations.*

*FY13 costs are not in the Adopted FY13 budget and will need to be considered during the FY12 close-out process. Includes contract support costs for a total of \$450k, 1 FTE for \$119k and vehicle maintenance/replacement for \$8k.*

## 22. Critical Systems Infrastructure

### Associated Costs and Funding Sources

#### TOTAL PROJECT BUDGET FUNDING SOURCES

2006 Emergency Infrastructure GO Bonds - \$3.45M

PAYG - \$0.25M

Total Project Estimate - \$3.7M

#### Dollars per Program Site:

Network Operating Centers (NOCs) - \$0.494M

Courthouse ECC - \$1.500M

Alternate ECC - \$0.099M

Detention Facility - \$1.844M

Radio Sites - \$0.300

**23. Court Square West Building Removal**

**Project Description**

Remove the seven story Court Square West building and four levels of underground parking to provide space for the Court House Square development.

<p><b>Associated Master Plan:</b> Court House Sector Plan</p>	<p><b>Critical Milestones:</b></p> <table> <tr> <td><i>Award A/E</i></td> <td><b>Jan, 2016</b></td> </tr> <tr> <td><i>Award Demolition Contract</i></td> <td><b>July, 2016</b></td> </tr> <tr> <td><i>Building removal complete</i></td> <td><b>Feb, 2017</b></td> </tr> </table>	<i>Award A/E</i>	<b>Jan, 2016</b>	<i>Award Demolition Contract</i>	<b>July, 2016</b>	<i>Building removal complete</i>	<b>Feb, 2017</b>
<i>Award A/E</i>	<b>Jan, 2016</b>						
<i>Award Demolition Contract</i>	<b>July, 2016</b>						
<i>Building removal complete</i>	<b>Feb, 2017</b>						
<p><b>Neighborhood(s):</b> Clarendon-Courthouse</p>							

**Project Justification**

Following development of County office space in the 2020 14th Street North building and the decision to proceed with the Court House Square development, the Court Square West building at 1400 N. Uhle Street will need to be removed. The removal of the building is likely necessary to construct the underground parking because the lower grade on the western side of the building will allow for direct street level access to lower parking levels, greatly aiding access and garage efficiency. Removal will include demolition of the seven story building, having floor plates of approximately 7,000 sf and four levels of underground parking with an area of about 4,000 sf each.

**Associated Costs and Funding Sources**

TOTAL PROJECT BUDGET FUNDING SOURCES

GO Bonds - \$1.77M



## 23. Court Square West Building Removal

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Assumed \$10/sf demo costs for ~50,000 sf of building; and \$7/sf for underground parking for 4 x 4,000 sf plus fill at \$20/cu yd for 4000 sf x 40 ft/9 (18,000 cu yd). Totals ~\$972,000 Costs could increase by ~\$400k due to location of CSW, County zoning regulations and restricted construction activity hours.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	100	0	0	0	0	0	100	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	1,420	0	0	0	0	0	1,420	
Relocation and Temp Facilities	0	0	0	0	250	0	0	0	0	0	250	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,770</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,770</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	1,770	0	0	0	0	0	1,770	
<b>Subtotal New Funding</b>					<b>1,770</b>						<b>1,770</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,770</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,770</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>  <i>Cost savings per year starting in FY18 based on recent operating expenses for CSW. 2020 increased costs reflected on that separate project page.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	-264	-264	-264	-264	-264	-1,320	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-264</b>	<b>-264</b>	<b>-264</b>	<b>-264</b>	<b>-264</b>	<b>-1,320</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## **24. Lease Program**

### **Project Description**

The County leasing program strives to maintain an appropriate balance of leased vs. owned facilities. Leases are reviewed for appropriateness and cost effectiveness on an ongoing basis relative to dynamic market conditions, and naturally at lease renewal decision points. The attached table indicates when various leased facilities will be up for renewal, relocation, or conversion. Decisions on lease renewal typically predate expiration by 1-2 years, with even greater advance time for larger leases.

### **Project Justification**

Leased facilities comprise a large portion of our overall facility inventory, and include such core facilities as the anchor service center for the Department of Human Services (DHS), and the primary office building for the County Government, at Court House Plaza. Presently the County owns and operates approximately 2 million SF of facilities, and leases approximately 481,000 SF. Leased facilities offer some inherent advantages to the County: They are flexible and therefore the quickest way to meet additional space needs, drop excess space or provide temporary space. Some of the maintenance and operations burden borne by limited County staff is reduced because those services are typically provided. With owned facilities, the County controls the property and can more accurately plan budgets rather than face swings in the market during periods of lease renewals. While existing leases are funded through the annual operating budget process, the leasing program can and does significantly impact the capital program. The County performs ongoing leasing analyses that can provide significant facility upgrades without affecting debt capacity but still require capital funds. County staff is currently conducting, with assistance from a County real estate consultant, an evaluation of the feasibility, both operationally and financially, of further consolidation of DHS functions at Sequoia Plaza and other locations. This evaluation includes an analysis of multiple scenarios, including commercial lease transactions, fee simple acquisitions, and more complex arrangements incorporating both leasing and acquisition in a single transaction. The evaluation also analyzes the potential for monetization of existing County assets that would be vacated under the various consolidation scenarios. Funding is not specifically requested because needs are not yet known. Capital requests will be included in the future based upon an assessment of lease vs. purchase options accomplished in various master planning analyses.

Expiration Date	Area (sq. ft.)	Name/Location	Description	Remarks
<b>Expiring Near-Term</b>				
10/31/2012	3,119	Woodmont Weavers at Ballston Common Mall	Special Use (County Related)	
10/31/2012	1,543	BRAC Transition Office 1638-B Crystal Square Arcade	Office	
03/30/2013	3,104	VNOI-CHP, Suite 1002	CPHD's office space	Negotiations planned to continue to 10/31/18
03/31/2013	23,400	Experience Works Sublease - 10th Floor, CHP	Office	Negotiations planned to continue to 10/31/18
06/30/2013	534	ATPCCommuter Store -1615-B Crystal Arcade Store 55B	Retail	
<b>Expiring Midterm</b>				
10/31/2014	2,010	STAR Office - 2300 9th St. S.	Office	
10/31/2014	1,721	ATPCCommuter Store - 1700 N. Moore St.	Retail	
12/31/2016	8,240	Culpepper Garden Senior Center - 4435 N Pershing Dr	Day Care (Senior)	
03/31/2017	7,128	Special Public Safety Use	Office	
07/31/2017	7,840	Rosslyn Spectrum Theatre - 1601 N Kent St	Cultural Arts	Linked to potential redevelopment timing of larger Rosslyn Plaza site
10/31/2018	208,433	CHP 2100 Clarendon Blvd. Office Building Lease	Office	Floors 1-9
09/30/2019	11,132	ATP-CIC OFFICE - 1501 Wilson Blvd	Transportation Office	
<b>Expiring Long-Term</b>				
01/31/2022	16,115	Arlington Economic Development - 1100 N Glebe Rd	Office	
04/30/2023	53,826	Artisphere Cultural Center - 1101 Wilson Blvd.	Cultural Arts	
08/31/2023	144,740	Sequoia Plaza - 2100 Washington Blvd	Office	
10/31/2024	4,329	Gates of Ballston Community Center - 4108 4th St N	Community Center	

- Notes:
- \*This list is not all-inclusive; it does not include most leases below 1,000 SF where the interest is not usable square footage.
  - \*This list represents a snapshot in time and is subject to change as new leases are entered into and existing ones either expire or are modified or terminated.
  - \*This list does not include facilities where the County is the property owner and lessor, such as Arlington Arts.

NON PARKS LAND ACQUISITION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1. Non Parks Land Acquisition	0	0	2,000	0	3,000	0	3,000	0	3,000	0	11,000
<b>Total Recommendation</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>11,000</b>

CATEGORY FUNDING SOURCES (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	2,000	0	3,000	0	3,000	0	3,000	0	11,000
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>11,000</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>11,000</b>

## **1. Non Parks Land Acquisition**

### **Project Description**

The project addresses the acquisition of facilities or land for general governmental use.

### **Project Justification**

Facility requirements and acquisition opportunities do not always present themselves in a predictable timeline optimal for CIP consideration and a bond referendum every two years. This project provides the flexibility to meet needs in the community as parcels become available or as property exchanges associated with development become feasible. For land acquisition program needs, goals would include support of sector plans, right-of-way for realignment of intersections, maintenance shops or storage, and other purchases of facilities or land for County functions. A potential project that would fit the criteria for this stream of funding is the acquisition of a property for storage, or a fire station if the right parcel becomes available a few years in advance of planned construction. Parks land acquisition is a separate category under Local Parks and Recreation and funding for non-parks land acquisition is under Public Government Facilities.

### **Changes from Prior CIP**

In the previous CIP, non-parks land acquisition was combined with emerging facility infrastructure needs; those needs should be reduced with more robust funding for maintenance capital include in this CIP.

### **Associated Costs and Funding Sources**

TOTAL PROJECT BUDGET FUNDING SOURCES

GO Bonds - 11.0M

# 1. Non Parks Land Acquisition

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	2,000	0	3,000	0	3,000	0	3,000	0	11,000	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>11,000</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	2,000	0	3,000	0	3,000	0	3,000	0	11,000	
<b>Subtotal New Funding</b>			<b>2,000</b>		<b>3,000</b>		<b>3,000</b>		<b>3,000</b>		<b>11,000</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>11,000</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

ENERGY EFFICIENCY: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1 Ongoing Energy Efficiency Projects	230	412	424	437	450	464	478	492	507	522	4,416
<b>Total Recommendation</b>	<b>230</b>	<b>412</b>	<b>424</b>	<b>437</b>	<b>450</b>	<b>464</b>	<b>478</b>	<b>492</b>	<b>507</b>	<b>522</b>	<b>4,416</b>

CATEGORY FUNDING SOURCES (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	230	412	424	437	450	464	478	492	507	522	4,416
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>230</b>	<b>412</b>	<b>424</b>	<b>437</b>	<b>450</b>	<b>464</b>	<b>478</b>	<b>492</b>	<b>507</b>	<b>522</b>	<b>4,416</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>230</b>	<b>412</b>	<b>424</b>	<b>437</b>	<b>450</b>	<b>464</b>	<b>478</b>	<b>492</b>	<b>507</b>	<b>522</b>	<b>4,416</b>

## 1. Ongoing Energy Efficiency Projects

### Project Description

Energy efficiency projects will be completed each year to reduce operational costs by managing the consumption of energy in County facilities. Specific energy efficiency projects will be selected based on analysis of utility bills, building usage, and equipment replacement schedules in the facilities maintenance capital program. Projects for FY 13 include a Central Library Chiller Energy Enhancement (companion funding to a maintenance capital HVAC project), a new roof top unit at Fire Station 1 on S. Glebe Road, a new heat pump at Clarendon House on N 10th St, and various energy improvements to the Long Branch Nature Center off S. Carlin Springs Road.

<b>Associated Master Plan:</b> Community Energy Plan	<b>Advisory Commission:</b> Environment and Energy Conservation Commission
<b>Neighborhood(s):</b> VARIOUS	

### Project Justification

Continued investment in energy efficiency technologies will help reduce operating costs while renewing our capital assets. Investments in energy efficiency improvements are directly linked to the County's Fresh AIRE and Community Energy Plan goals.



# 1. Ongoing Energy Efficiency Projects

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	<i>The program level of funding will be dedicated to projects of various sizes and may include some design and construction but is most often equipment related.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	230	412	424	437	450	464	478	492	507	522	4,416	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>230</b>	<b>412</b>	<b>424</b>	<b>437</b>	<b>450</b>	<b>464</b>	<b>478</b>	<b>492</b>	<b>507</b>	<b>522</b>	<b>4,416</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>A stable funding level is preferred each year to maintain any active program and steady improvement.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	230	412	424	437	450	464	478	492	507	522	4,416	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>230</b>	<b>412</b>	<b>424</b>	<b>437</b>	<b>450</b>	<b>464</b>	<b>478</b>	<b>492</b>	<b>507</b>	<b>522</b>	<b>4,416</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>230</b>	<b>412</b>	<b>424</b>	<b>437</b>	<b>450</b>	<b>464</b>	<b>478</b>	<b>492</b>	<b>507</b>	<b>522</b>	<b>4,416</b>	
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## Relationship between the Arlington County Capital Improvement Program and the Community Energy Plan activities

This CIP in general, and many individual CIP projects in particular, strive to be consistent with the *County Board Policy Determinations for Community Energy Planning*.

The County Board accepted the Community Energy and Sustainability Task Force Report at the May 2011 County Board meeting, and the County Board adopted *County Board Policy Determinations for Community Energy Planning* (see Attachment 1). The County Board further directed the County Manager to create a final Community Energy Plan (CEP), to be part of the County's Comprehensive Plan, and an Implementation Plan. County staff expects to bring to the County Board draft documents in November 2012 and final documents late in 2013.

The Community Energy and Sustainability Task Force Report recommendations and strategies (see Attachment 2) and *County Board Policy Determinations for Community Energy Planning* address how Arlington County should generate, use, distribute and store energy between now and year 2050. Policy Determination 5c states, "Incorporate energy considerations into County plans and activities." Indeed, energy touches virtually all aspects of the County's work, including (but not limited to) land use planning, transportation planning, infrastructure in the public right-of-way, historic preservation, public facilities (buildings, parks, fields), and more.

While a CEP implementation plan is not yet available for integration with other plans and programs, thinking and decision making is already influenced. For years the County has pursued construction of new highly energy-efficient buildings ; with the proposed increase in Maintenance Capital funding, and ongoing Energy Efficiency funding we will be better able to maintain our facility inventory in an efficient state, to include such activities and items such as retro commissioning and HVAC control upgrades. County projects involving the construction of new buildings and the maintenance of new and existing facilities should include the costs associated with designing, constructing, and maintaining durable, highly energy-efficient buildings (see Policy Determination 1a). Regarding district energy (see Policy Determination 2a), the County chose hydronic (water-based) HVAC systems for both the new Arlington Mill Community Center under construction, and the Long Bridge Aquatic Facility under design. Including 4-pipe hydronic systems in buildings will enable easy connection to district heat or cooling systems when and if those evolve at those locations. Similarly, as district energy system planning evolves, the County will adapt appropriate infrastructure plans to include the installation of heating and cooling lines with road modifications and/or underground utility projects. The County does not yet have a CEP implementation plan to reflect anticipated costs of phased CEP implementation. However, County planning and project staff will continue to evaluate each project in the context of heightened energy planning and awareness, as presented through the Community Energy and Sustainability Task Force Report recommendations and strategies, and the *County Board Policy Determinations for Community Energy Planning*.

## ATTACHMENT 1

### County Board Policy Determinations Community Energy Planning June 13, 2011

In order to ensure Arlington's continuing economic competitiveness, assure energy supply security and protect the environment, the County Board has determined that an overall vision must be created for Arlington's energy use, generation, distribution and storage through the year 2050. The following policy determinations were drawn from the recommendations and strategies put forth in the Community Energy and Sustainability Task Force Report (specific recommendations and strategies from the Task Force Report are referenced in parentheses). They are to guide County actions, as well as provide direction to the County Manager in developing a Community Energy Implementation Workplan and preparing a final Community Energy Plan for County Board approval.

*The County Board establishes a greenhouse gas emissions rate of 3.0 metric tons (mt) CO<sub>2</sub>e/capita/year<sup>1</sup> as a goal for 2050 (HT1). This change represents more than a 70% reduction from the 2007 baseline of 13.4 mt CO<sub>2</sub>e/capita/year.*

To achieve this goal, staff will develop an Implementation Workplan and the final Community Energy Plan that reflects community review and input, and provides the necessary strategies to:

1. **Increase the energy and operational efficiency of all buildings.** Residential and non-residential buildings currently represent about 75% of the energy use in Arlington County.
  - a) Transform the built environment by significantly increasing the energy efficiency of existing and new residential and non-residential buildings by approximately 30% - 50%. (B1, B2, B3)
  - b) Develop or facilitate the development of a mixed use, net-zero energy scale project. (B4)
2. **Increase energy supply and distribution efficiency in Arlington using district energy, renewable energy and other tools and technologies.** Take advantage of proven technologies, keeping in mind the various building types and neighborhood densities.
  - a) Strive to establish district energy systems where appropriate, owned and operated by a District Energy Company. (DE1)
  - b) Aim to become a national leader for use of solar photovoltaic and other clean and renewable sources. (RE1, RE2)
3. **Continue to refine and expand transportation infrastructure and operations enhancements.** Approximately 25% of energy use in Arlington County is associated with transportation.
  - a) Continue implementation of Master Transportation Plan policies that effectively reduce vehicle miles traveled. (T1)
  - b) Increase vehicle efficiency and reduce the carbon content of vehicle fuels. (T2, T3).
4. **Advocate and support personal action through effective education and engagement.** Identify and explain options available to Arlingtonians that allow individuals to save money and reduce their personal carbon footprint.
  - a) Promote community energy literacy through education, training, and outreach efforts. (S3, S4)
  - b) Identify and promote appropriate and effective financial incentives to improve energy efficiency. (S5)
  - c) Establish a voluntary energy performance labeling program for residential and nonresidential buildings with the County leading by example. (S2)

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<sup>1</sup> The Task Force uses greenhouse gas (GHG) emissions as a measure of overall energy productivity, in terms of carbon dioxide equivalent (CO<sub>2</sub>e), where a lower number indicates cleaner, more efficient energy use.

- 5. Routinely evaluate progress toward achieving goals.** Ensure that strategies reflect the latest information and technology improvements.
- a) Institutionalize long-term energy planning by regularly reporting on key measures of energy performance and related metrics. For tracking purposes and to help Arlington County reach its 2050 goal, intermediate emissions goals include (S1):
    - i. 11.4 mt CO<sub>2e</sub> /capita/year by 2016,
    - ii. 9.3 mt CO<sub>2e</sub> /capita/year by 2020,
    - iii. 5.8 mt CO<sub>2e</sub> /capita/year by 2030, and
    - iv. 4.1 mt CO<sub>2e</sub> /capita/year by 2040.
  - b) Develop an evaluation methodology that lays out the relationship between adopted goals/policy determinations and relevant County plans and policies (e.g., Master Transportation Plan) and provides a basis for adjusting program priorities and actions (S1).
  - c) Incorporate energy considerations into County plans and activities (S1).
  - d) Promote energy efficiency and performance by developing guidelines for energy improvements and energy system standardization and interoperability (S1).
  - e) Adopt a program to register and publicly report GHG emissions performance and account for the monetary value of GHG emissions performance, as appropriate. (S6)
- 6. Participate in regional energy planning.**
- a) Coordinate with neighboring jurisdictions, State and Federal agencies, and regional entities to develop a regional energy plan. (S7)
  - b) Achieve 2.2 mt CO<sub>2e</sub>/capita/year if an effective regional energy plan is put in place. (HT1)

**ATTACHMENT 2**

**Recommendations and Strategies from the Community Energy and Sustainability Task Force Report**

**HEADLINE TARGET (HT1)**

**Achieve a greenhouse gas emissions rate of 3.0 metric tons (mt) CO<sub>2</sub>e/capita/year by 2050.**

**Reach 2.2 mt CO<sub>2</sub>e/capita/year if an effective regional energy plan is established.**

- |  |  |
|--|--|
| B1: From 2015, renovated homes should operate at least 30% more efficiently on average compared to the 2007 baseline average. Non-residential buildings being renovated should operate at least 50% more efficiently than the 2007 baseline average. | S1: Take steps to institutionalize long-term energy planning and processes.                  |
| B2: From 2015, all new homes and buildings should operate at least 30% more efficiently than current code expectations. From 2025, ongoing new home and building construction should operate 1% more efficiently every year through 2050.            | S2: Create and implement an Energy Performance Labeling (EPL) program.                       |
| B3: Emphasize that home and building operations must be effectively managed day-to-day to control energy costs.  | S3: Gather community input and improve energy literacy on an ongoing basis.                  |
| B4: Create a mixed-use, net-zero energy scale project.   | S4: Provide education and training to all stakeholders.                                      |
| DE1: Establish in high-density areas District Energy Systems owned and operated by a new District Energy Company.  | S5: Identify and promote financial incentives to improve energy efficiency.                  |
| RE1: Install 160 MW of solar photovoltaics by 2025 Countywide.   | S6: Acquire, register, and report greenhouse gas emissions data and monetize as appropriate. |
| RE2: In lower-density neighborhoods, at least 50% of all domestic hot water needs and 20% of the space heating needs not supplied by district energy should be from clean and renewable sources by 2050.   | S7: Work with neighboring jurisdictions on a Regional Energy and Climate Plan.               |
| T1: Reduce vehicle miles traveled by continuing to develop Complete Streets, high-capacity transit corridors, and transit-oriented development.  |  |
| T2: Continue to support Federal efforts to increase vehicle fuel efficiency.   |  |
| T3: Continue to support the reduction of carbon content in vehicle fuels.  |  |

# INFORMATION TECHNOLOGY/EQUIPMENT PROGRAMS

### Program Description

The information technology (IT) and equipment maintenance capital program maintains the County's IT and equipment assets in order to 1) sustain the County's existing business systems so they remain useful, operable and responsive to business needs, 2) best leverage the existing infrastructure to support the business needs of the entire County as well as department specific applications, 3) reduce operating and support costs associated with aging hardware and 4) provide a reliable and secure environment for the operation of the County's data processing systems while furthering the County's goals for energy efficiency and worker productivity.

The IT systems, software and hardware, serve the departments and typically have useful life between three to ten years. At that point, the systems become increasingly costly to maintain and difficult to exchange information with other systems. Priorities for determining which applications to replace first are driven by age, criticality of the system to operations and availability of ongoing support from the applications vendor.

### Program Summary

Enterprise information technology capital improvement program funds eight major categories:

- Workforce end user computing is an ongoing replacement of aging PCs, both employee and public facing
- Network sustainability and security refreshes equipment used to help secure the County's data infrastructure against possible security attacks and breaches
- Centralized data management, storage and retrieval is an ongoing replacement of aging and unsupported data and application servers
- Workforce Information Management and Support includes tools, capabilities and processes that enable the workforce to meet internal and external demands
- Revenue/collection and ERP systems sustainment replaces the County's real estate assessment and collection system as well as Oracle financial system
- Community engagement and mobile applications explores technology that facilitates interaction and notifications between the County government and its citizens and businesses
- Enterprise Wireless Network supports sustainment and expansion of wireless networks in and around the County

The public safety capital improvement program consists of key projects that will keep existing IT systems refreshed or replaced on a reasonably expected life-cycle so that the systems remain useful, operable and responsive to public safety needs. Special concerns for forecasting public safety technology requirements include: rapid technology advances that require upgrades and/or replacements; the need to maintain interoperability within the region; the need to maintain redundancies that are required for safety and to avoid system failures; and, responding to the changing needs of the workforce and the community. These issues may impact not only the needs of public safety, but also the timing and scope of future projects. These projects are managed by four public safety agencies.

ConnectArlington is a robust, fiber optic infrastructure interconnecting facilities in Arlington and is designed to benefit Arlington County Government and Arlington Public Schools as well as non-profit service providers. In addition to mitigating the risk of loss of the I-Net due to franchise termination, some of the goals of this network are to provide for:

- A robust, redundant public safety and emergency management communications system
- An integrated traffic signal and camera system to efficiently manage traffic flow and improve communications with public safety officials
- Increased broadband wireless access to better meet community needs and enhanced data, voice, and video communications between public facilities via public/private partnerships and economic development partners

**Associated Master Plan: Telecommunications Master Plan III**

**Advisory Commission: Information Technology (IT) Advisory Commission**

# Arlington, Virginia

## INFORMATION TECHNOLOGY/EQUIPMENT: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Enterprise Information Technology	4,415	10,554	12,153	5,529	4,735	8,258	10,741	8,502	7,809	7,698	80,394
Public Safety Information Technology	7,807	7,018	4,565	4,208	3,442	6,297	3,958	11,180	3,435	11,789	63,699
ConnectArlington	8,700	3,374	3,847	0	0	0	0	0	0	0	15,921
<b>Total Recommendation</b>	<b>20,922</b>	<b>20,946</b>	<b>20,565</b>	<b>9,737</b>	<b>8,177</b>	<b>14,555</b>	<b>14,699</b>	<b>19,682</b>	<b>11,244</b>	<b>19,487</b>	<b>160,014</b>

### PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
Master Lease Funding	11,032	12,425	8,636	5,710	4,949	10,833	8,758	11,341	8,380	15,883	97,947
PAYG	1,0900	5,406	8,434	4,027	3,228	3,722	5,941	8,341	2,864	3,604	46,657
New Bond Funding	3,240	3,115	3,495	0	0	0	0	0	0	0	9,850
<b>Subtotal New Funding</b>	<b>15,362</b>	<b>20,946</b>	<b>20,565</b>	<b>9,737</b>	<b>8,177</b>	<b>14,555</b>	<b>14,699</b>	<b>19,682</b>	<b>11,244</b>	<b>19,487</b>	<b>154,454</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	3,045	0	0	0	0	0	0	0	0	0	3,045
Other Previously Approved Funds	2,513	0	0	0	0	0	0	0	0	0	2,513
<b>Subtotal Previously Approved Funding</b>	<b>5,560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,560</b>
<b>Total Funding Sources</b>	<b>20,922</b>	<b>20,946</b>	<b>20,565</b>	<b>9,737</b>	<b>8,177</b>	<b>14,555</b>	<b>14,699</b>	<b>19,682</b>	<b>11,244</b>	<b>19,487</b>	<b>160,014</b>

### FINANCING IMPACT (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
Bond Financing Cost (P&I)	0	227	506	843	933	952	927	901	875	849
Master Lease Financing Cost (P&I)	0	1,930	4,227	5,996	6,618	7,399	8,287	8,747	8,881	8,881
<b>Total Financing Costs</b>	<b>0</b>	<b>2,157</b>	<b>4,733</b>	<b>6,839</b>	<b>7,551</b>	<b>8,351</b>	<b>9,214</b>	<b>9,688</b>	<b>9,756</b>	<b>9,730</b>

INFORMATION TECHNOLOGY/EQUIPMENT:  
ENTERPRISE INFORMATION TECHNOLOGY/EQUIPMENT

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1.Workforce End User Computing	918	2,500	2,000	2,000	2,000	2,300	2,000	1,500	1,500	1,030	17,748
2.Network Sustainability and Security	850	2,404	1,464	852	597	1,276	1,791	1,599	1,797	1,343	13,973
3.Centralized Data Management, Storage & Retrieval	800	1,033	1,272	1,264	562	1,367	1,921	1,645	2,039	2,679	14,582
4.Workplace Information Management and Support	847	2,431	1,114	766	788	986	2,044	1,167	1,140	912	12,195
5.Revenue/Collection Systems Sustainment & Refresh	0	1,030	2,493	300	788	2,329	2,388	861	0	1,305	11,494
6.ERP System Sustainment and Upgrades	1,000	806	1,810	273	0	0	597	1,230	633	0	6,349
7.Community Engagement and Mobile Applications	0	0	2,000	0	0	0	0	0	0	0	2,000
8.Enterprise Wireless Network	0	350	0	74	0	0	0	500	700	429	2,053
<b>Total Recommendation</b>	<b>4,415</b>	<b>10,554</b>	<b>12,153</b>	<b>5,529</b>	<b>4,735</b>	<b>8,258</b>	<b>10,741</b>	<b>8,502</b>	<b>7,809</b>	<b>7,698</b>	<b>80,394</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
Master Lease Funding	3,325	5,488	3,719	3,065	2,000	4,536	5,218	4,532	5,238	4,431	41,552
PAYG	1,090	5,066	8,434	2,464	2,735	3,722	5,523	3,970	2,571	3,267	38,842
<b>Subtotal New Funding</b>	<b>4,415</b>	<b>10,554</b>	<b>12,153</b>	<b>5,529</b>	<b>4,735</b>	<b>8,258</b>	<b>10,741</b>	<b>8,502</b>	<b>7,809</b>	<b>7,698</b>	<b>80,394</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>4,415</b>	<b>10,554</b>	<b>12,153</b>	<b>5,529</b>	<b>4,735</b>	<b>8,258</b>	<b>10,741</b>	<b>8,502</b>	<b>7,809</b>	<b>7,698</b>	<b>80,394</b>



# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

INFORMATION  
TECHNOLOGY/EQUIPMENT  
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### 1. Workforce End User Computing

This project supports sustainment of workforce and public-facing end-user devices. Emphasis will be on mobile devices and technology that enables more flexible workplace arrangements, such as hoteling and telework. These cost estimates are subject to change based on the technologies the County decides to use. Also included are the digital scan voting machines needed to process paper ballots in anticipation of the November 6, 2012 Presidential Election. They will supplement the existing Electronic WINvote Voting Machines.

Personal computers are replaced on an industry-recommended cycle of every four years. Delaying replacement increases support costs and reduces productivity. County business and service delivery is changing such that there is a need to provide more flexible end-user computing solutions. This will include, but not be limited to, new approaches to the integration of consumer technologies into the workplace.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
Equipment and Furnishings	918	2,500	2,000	2,000	2,000	2,300	2,000	1,500	1,500	1,030	17,748	
<b>Total Project Cost</b>	<b>918</b>	<b>2,500</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,300</b>	<b>2,000</b>	<b>1,500</b>	<b>1,500</b>	<b>1,030</b>	<b>17,748</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
<b>New Funding</b>												
Master Lease Funding	828	2,500	2,000	2,000	2,000	2,300	2,000	1,500	1,500	1,030	17,658	
PAYG	90	0	0	0	0	0	0	0	0	0	90	
<b>Subtotal New Funding</b>	<b>918</b>	<b>2,500</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,300</b>	<b>2,000</b>	<b>1,500</b>	<b>1,500</b>	<b>1,030</b>	<b>17,748</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>918</b>	<b>2,500</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,300</b>	<b>2,000</b>	<b>1,500</b>	<b>1,500</b>	<b>1,030</b>	<b>17,748</b>	

*The digital voting machines are funded from FY 2013 PAYG. Other computing equipment are funded from the Master Lease financing, programmed throughout the 10-year plan.*

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

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### 2. Network Sustainability and Security

The County institutional network and security systems must be refreshed and upgraded as equipment reaches end-of-life. This includes network electronics, internet and security equipment, backup power and equipment for the County's two Network Operation Centers. End-of-life equipment has an increased risk of failure and higher maintenance costs. Security systems need to be refreshed and upgraded regularly to prevent loss of sensitive/confidential County and resident information.

- Network/Core Sustainment refreshes the core network equipment (switches, routers, etc.) This will also result in the largest County sites being upgraded to 10gb from 1gb to increase network efficiency and responsiveness.
- Network Operations Center Equipment Upgrade replaces and refreshes the equipment used in the two NOC's (server management systems, monitoring, etc.) These funds would be used to upgrade NOC I to the same equipment as in NOC II for more efficient management of the two NOCs.
- Network Access Control System Refresh is to refresh the equipment that controls network access at edge locations.
- Uninterrupted Power Supply (UPS) replacement refreshes the power supply to the County's network and application systems. Power failure results in risk of system downtime and application/data losses.
- Network security enhancements include hardening of data security, implementing newer firewall technology and implementing a better authentication methodology for network access.
- Internet Equipment Upgrades refreshes internet routers that have reached their end of life and need to be replaced. If they fail, the internet links for the entire County would be impacted. This also includes increased licensing for the internet firewalls.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
Equipment and Furnishings	850	2,404	1,464	852	597	1,276	1,791	1,599	1,797	1,343	13,973	<i>Network Sustainability and Security equipment are financed over a three year useful life.</i>
<b>Total Project Cost</b>	<b>850</b>	<b>2,404</b>	<b>1,464</b>	<b>852</b>	<b>597</b>	<b>1,276</b>	<b>1,791</b>	<b>1,599</b>	<b>1,797</b>	<b>1,343</b>	<b>13,973</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
<b>New Funding</b>												
Master Lease Funding	850	2,064	817	382	0	754	1,045	1,194	1,379	945	9,430	
PAYG	0	340	647	470	597	522	746	405	418	398	4,543	
<b>Subtotal New Funding</b>	<b>850</b>	<b>2,404</b>	<b>1,464</b>	<b>852</b>	<b>597</b>	<b>1,276</b>	<b>1,791</b>	<b>1,599</b>	<b>1,797</b>	<b>1,343</b>	<b>13,973</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>850</b>	<b>2,404</b>	<b>1,464</b>	<b>852</b>	<b>597</b>	<b>1,276</b>	<b>1,791</b>	<b>1,599</b>	<b>1,797</b>	<b>1,343</b>	<b>13,973</b>	

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

INFORMATION  
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### 3. Centralized Data Management, Storage & Retrieval

This project covers development, maintenance and support of the County's critical data assets, along with the sustainment of all County servers and storage devices on which the data resides. This will fund regular replacement and upgrade cycles for the County's servers, data storage and data back-up equipment. The volume of County data being created is growing at an exponential rate. Analytical tools are needed for the County to assess and leverage the data being produced in order to make informed decisions based on the information.

- Server refreshment replaces servers that support county applications. Failure to replace servers in a timely manner will lead to inaccessible systems causing a reduction in department productivity and services to citizens.
- Data backup system refreshes equipment used to backup and restore critical line of business applications.
- Data storage refreshes enterprise storage required to support critical line of business applications. The data storage requirements are perpetually growing. This is particularly true with the ERMS system, and new projects such as SharePoint.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
Equipment and Furnishings	800	1,033	1,272	1,264	562	1,367	1,921	1,645	2,039	2,679	14,582	<i>Centralized data management, storage and retrieval equipment are financed over a three year useful life.</i>
<b>Total Project Cost</b>	<b>800</b>	<b>1,033</b>	<b>1,272</b>	<b>1,264</b>	<b>562</b>	<b>1,367</b>	<b>1,921</b>	<b>1,645</b>	<b>2,039</b>	<b>2,679</b>	<b>14,582</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
<b>New Funding</b>												
Master Lease Funding	800	518	212	609	0	787	1,323	1,031	1,405	2,027	8,712	
PAYG	0	515	1,060	655	562	580	598	614	634	652	5,870	
<b>Subtotal New Funding</b>	<b>800</b>	<b>1,033</b>	<b>1,272</b>	<b>1,264</b>	<b>562</b>	<b>1,367</b>	<b>1,921</b>	<b>1,645</b>	<b>2,039</b>	<b>2,679</b>	<b>14,582</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>800</b>	<b>1,033</b>	<b>1,272</b>	<b>1,264</b>	<b>562</b>	<b>1,367</b>	<b>1,921</b>	<b>1,645</b>	<b>2,039</b>	<b>2,679</b>	<b>14,582</b>	

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

INFORMATION TECHNOLOGY/EQUIPMENT  
2013 – 2022 CIP

### 4. Workplace Information Management and Support

This project optimizes staff productivity by providing rapid access to critical information and business systems via a unified, consistent and personalized interface. This includes streamlining business processes through automation and the introduction of enterprise-wide collaboration tools that accommodate resident participation and interaction. In addition, these systems will provide for the preservation, privacy and security of the County's electronic records and upgrading of the County's remote access hardware. The County needs to put tools, capabilities and processes in place to enable the workforce to meet the internal and external demands stemming from new forms of web and mobile social engagement.

- Unified Communications System and Attendant Consoles is the County's voicemail system. In order for the system to be Windows 7 compatible and for the County to move to the latest version of voice processing system, this upgrade is required. This involves hardware and software as well as integration services that are outside the County's current support contract. Furthermore, the latest version of the call processing software does not include the attendant console feature; this was eliminated from the product. Therefore the County must provide another solution for existing attendant console users. The budget pricing is based on installing a new attendant console system/program that is available from a 3rd party.
- Remote access hardware refreshment ensures that the systems are continuously available for remote workers.
- Enterprise records management (ERMS) program expansion protects County records by converting them from paper to digital format. This will improve record preservation while reducing cost of storing County paper records and better facilitate legal and FOIA compliance.
- Employee Portal upgrades the enterprise workspace that facilitates internal communication, collaboration and document management, and includes a redesign of the County's Intranet.

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	<i>Workplace Information Management and Support equipment are financed over a five year useful life.</i>
Equipment and Furnishings	847	2,431	1,114	766	788	986	2,044	1,167	1,140	912	12,195	
<b>Total Project Cost</b>	<b>847</b>	<b>2,431</b>	<b>1,114</b>	<b>766</b>	<b>788</b>	<b>986</b>	<b>2,044</b>	<b>1,167</b>	<b>1,140</b>	<b>912</b>	<b>12,195</b>	
Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
Master Lease Funding	847	0	160	0	0	116	850	307	254	0	2,534	
PAYG	0	2,431	954	766	788	870	1,194	860	886	912	9,661	
<b>Subtotal New Funding</b>	<b>847</b>	<b>2,431</b>	<b>1,114</b>	<b>766</b>	<b>788</b>	<b>986</b>	<b>2,044</b>	<b>1,167</b>	<b>1,140</b>	<b>912</b>	<b>12,195</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>847</b>	<b>2,431</b>	<b>1,114</b>	<b>766</b>	<b>788</b>	<b>986</b>	<b>2,044</b>	<b>1,167</b>	<b>1,140</b>	<b>912</b>	<b>12,195</b>	

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

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2013 – 2022 CIP

### 5. Revenue/Collection Systems Sustainment & Refresh

This project is the refreshment and upgrade of systems that enable County to assess and collect revenue. This includes real estate assessment, personal property and business taxes and the upgrade of the County's online payment portal. Timely refreshment and upgrades are needed to ensure ongoing performance and accuracy. Delaying updates and security patches leave the systems vulnerable to errors, failures, increased support costs and loss of sensitive data. Additionally, new channels for payment, such as mobile payments, will require a redesigned citizen payment portal.

- Payment portal replacement affects the CAPP (Customer Access Payment Portal) and is needed to improve functionality and provide most up to date citizen payment options including mobile access. This will help to reduce receivables outstanding and bad debt and provide simpler, more streamlined payment processes for County businesses and citizens.
- Revenue and Collection System upgrades affect the assessment and collection (ACE) system. Vendor-required patches are required to correct several functional bugs and to implement improvements completed by the vendor. Real estate assessment upgrades affect the current ProVal system. The current system is functional and can support the application for another three to five years but will likely require a major upgrade or replacement thereafter.

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	
Equipment and Furnishings	0	1,030	2,493	300	788	2,329	2,388	861	0	1,305	11,494
<b>Total Project Cost</b>	<b>0</b>	<b>1,030</b>	<b>2,493</b>	<b>300</b>	<b>788</b>	<b>2,329</b>	<b>2,388</b>	<b>861</b>	<b>0</b>	<b>1,305</b>	<b>11,494</b>
Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	
<b>New Funding</b>											
Master Lease Funding	0	0	530	0	0	579	0	0	0	0	1,109
PAYG	0	1,030	1,963	300	788	1,750	2,388	861	0	1,305	10,385
<b>Subtotal New Funding</b>	<b>0</b>	<b>1,030</b>	<b>2,493</b>	<b>300</b>	<b>788</b>	<b>2,329</b>	<b>2,388</b>	<b>861</b>	<b>0</b>	<b>1,305</b>	<b>11,494</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Revenues</b>	<b>0</b>	<b>1,030</b>	<b>2,493</b>	<b>300</b>	<b>788</b>	<b>2,329</b>	<b>2,388</b>	<b>861</b>	<b>0</b>	<b>1,305</b>	<b>11,494</b>

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

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### 6. ERP System Sustainment and Upgrades

This supports the timely refreshment and upgrades to the County's Enterprise Resource Planning (ERP) system. This includes replacement of the County's budgeting program, vendor-required patches and upgrades, and new contracting and procurement modules.

The County's current budgeting module is being discontinued by the vendor and needs to be replaced. Timely upgrades and patches to the overall ERP system are needed to avoid increased support costs.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
Equipment and Furnishings	1,000	806	1,810	273	0	0	597	1,230	633	0	6,349	
<b>Total Project Cost</b>	<b>1,000</b>	<b>806</b>	<b>1,810</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>597</b>	<b>1,230</b>	<b>633</b>	<b>0</b>	<b>6,349</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		
<b>New Funding</b>												
Master Lease Funding	0	56	0	0	0	0	0	0	0	0	56	
PAYG	1,000	750	1,810	273	0	0	597	1,230	633	0	6,293	
<b>Subtotal New Funding</b>	<b>1,000</b>	<b>806</b>	<b>1,810</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>597</b>	<b>1,230</b>	<b>633</b>	<b>0</b>	<b>6,349</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>1,000</b>	<b>806</b>	<b>1,810</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>597</b>	<b>1,230</b>	<b>633</b>	<b>0</b>	<b>6,349</b>	

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

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2013 – 2022 CIP

### 7. Community Engagement and Mobile Applications

This area explores technology that facilitates two-way interaction, discussion, notification and collaboration between the County government staff and its residents, businesses, non-profit organizations and other partners. A specific product that may benefit many departments is a customer service/asset management that provides for the generation and identification of community service requests. Users download a mobile application, choose the service request (pot hole, graffiti, street light outage, trash pick-up, etc.) to be generated. The request, with the option to attach a photo and the GPS coordinates, are sent to the vendor which assigns a service ticket number and then communicates with a work order management system to file a work order to the appropriate service organization (DES, Parks, Police etc.) who then responds to the request. The person reporting the request can track the request and be informed of its fulfillment. There are a number of management reporting tools that allow managers to determine the distribution of requests, the time required to fulfill the request, the cost of the fulfillment and the neighborhood from which the request was filed.

The Water, Sewer and Streets division is exploring the installation of a new Customer Service/Asset Management system (reference page F-35 of the CIP). This system will have capabilities to support the work of the Utilities Fund, but it will also be capable of managing the assets of other departments, such as Parks and Facilities. Implementation of the first module is planned and budgeted for in the Water/Sewer/Streets Bureau of the Utilities Fund in FY 2014. The funding reflected here is money planned in FY 2015 PAYG to support other departments that may implement other modules of this system. The customer service/asset management application is a new form of community engagement and mobile application tool that can fulfill the following technology needs: 1. Electronic identification of service needs/requests by citizens 2. The replacement of present operational separate and distinct legacy work order management systems in Parks and DES (ie. Cassworks, MP2 and MP3) 3. 311 or an integrated telephone reporting system. The system could route requests for service to particular call centers responsible for the request without having to necessarily consolidate those centers. 4. The generation of empirical service benchmarks and the development of performance indicators as to the level of County services

**Changes from Prior CIP:** This is a new project in this CIP.

Capital Cost Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Cost Estimates</b> <i>This product could be implemented in phases. The citizen reporting phase is approximately six months. The refreshment of the back office work order management systems is approximately 12 months.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	<b>Total</b>	
Equipment and Furnishings	0	0	2,000	0	0	0	0	0	0	0	2,000	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	
<i>Approximate costs of \$2M will develop the mobile application, redesign and align the business processes for the departments using the product, migrate the data from the old systems and map requests to existing county call centers.</i>												
Funding Schedule (in \$1,000s)											<b>10 Year</b>	<b>Notes on Funding Schedule</b>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	<b>Total</b>	
<b>New Funding</b>												
PAYG	0	0	2,000	0	0	0	0	0	0	0	2,000	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	
<b>Previously Approved Funding</b>												
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	

# INFORMATION TECHNOLOGY/EQUIPMENT

## ENTERPRISE INFORMATION TECHNOLOGY

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TECHNOLOGY/EQUIPMENT  
2013 – 2022 CIP

### 8. Enterprise Wireless Network

This project supports sustainment and expansion of wireless network in County facilities for ubiquitous coverage.

The proliferation of consumer technology in the workplace requires a robust internal wireless network in all County facilities to support both internal business processes and service to the community. These funds will be utilized to refresh, update and secure the wireless management system.

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Equipment and Furnishings	0	350	0	74	0	0	0	500	700	429	2,053	<i>Enterprise Wireless Networks are financed over a five year useful life.</i>
<b>Total Project Cost</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>700</b>	<b>429</b>	<b>2,053</b>	
Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
Master Lease Funding	0	350	0	74	0	0	0	500	700	429	2,053	
<b>Subtotal New Funding</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>700</b>	<b>429</b>	<b>2,053</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>700</b>	<b>429</b>	<b>2,053</b>	



# Arlington, Virginia

## INFORMATION TECHNOLOGY/EQUIPMENT: PUBLIC SAFETY IT AND EQUIPMENT

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Fire Department IT and Equipment	2,862	2,718	3,183	0	108	4,991	3,228	1,754	1,409	2,942	23,195
Office of Emergency Management	0	3,682	1,236	4,208	1,145	0	611	2,302	1,130	8,451	22,765
Police Department IT and Equipment	4,945	0	146	0	2,189	1,306	119	6,889	896	396	16,886
Sheriff IT and Equipment	0	618	0	0	0	0	0	235	0	0	853
<b>Total Recommendation</b>	<b>7,807</b>	<b>7,018</b>	<b>4,565</b>	<b>4,208</b>	<b>3,442</b>	<b>6,297</b>	<b>3,958</b>	<b>11,180</b>	<b>3,435</b>	<b>11,789</b>	<b>63,699</b>

### CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	7,386	6,678	4,565	2,645	2,949	6,297	3,540	6,809	3,142	11,452	55,463
PAYG	0	340	0	1,563	493	0	418	4,371	293	337	7,815
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>7,386</b>	<b>7,018</b>	<b>4,565</b>	<b>4,208</b>	<b>3,442</b>	<b>6,297</b>	<b>3,958</b>	<b>11,180</b>	<b>3,435</b>	<b>11,789</b>	<b>63,278</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	421	0	0	0	0	0	0	0	0	0	421
<b>Subtotal Previously Approved Funding</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>
<b>Total Funding Sources</b>	<b>7,807</b>	<b>7,018</b>	<b>4,565</b>	<b>4,208</b>	<b>3,442</b>	<b>6,297</b>	<b>3,958</b>	<b>11,180</b>	<b>3,435</b>	<b>11,789</b>	<b>63,699</b>

## **Fire Department IT and Equipment**

The Fire Department mitigates threats to life, property and the environment through education, prevention, and effective response to fire, medical, and environmental emergencies. Services provided include: emergency and non-emergency response to requests for service, inspections, code enforcement, education and community programs. The majority of IT assets that are maintained by the Fire Department are used to alert staff to requests for service, respond to and manage critical incidents and maintain critical records. The key IT projects include: the records management system, fire station alerting system (commonly referred to as Westnet), and command vehicle technology. Key fire equipment and machinery include: fire dispatch vehicles, breathing apparatus and defibrillators.

- The fire records management system (FRMS) is the application the Fire Department uses to electronically enter data into the National Fire Incident Reporting System (NFIRS) as required by the Federal Government. The system pulls data from the Computer-Aided-Dispatch system in the ECC in order to track incident and fire company movements. The system also enables staff to submit incident and company reports electronically.
- Westnet is a system used to alert fire stations of incoming calls. This is a pre-alerting system that provides both audio and visual indicators to alert which units are being dispatched, what type of calls are coming into the stations and the location of each incident.
- The Fire Department's command vehicle is deployed during critical incidents and special events. Technologies needing refreshment include servers, radios, personal computers, and peripheral devices.
- A self-contained breathing apparatus is a device that is heat and flame resistant and provides breathable air in an immediate danger to life and health atmosphere. These units emit distinctive high pitched alarm tones to help locate firefighters in distress by automatically activating if movement is not sensed for a certain length of time (typically between 15 and 30 seconds), also allowing for manual activation should the need arise. The breathing apparatus are supplied in nine fire engines, three ladder trucks, two heavy rescue units and seven medic units. Breathing apparatus are replaced on an industry-recommended cycle of every ten years.
- The patient defibrillators, carried on all Fire Department response vehicles, allow staff to treat many medical emergencies using the best technologies available. An example is its ability to monitor critical blood gasses and to transmit critical information directly to hospitals when a patient is diagnosed as having a possible heart attack. This dramatically reduces the time that the victim will need to wait upon arrival at the hospital to get life saving surgery as doctors and specialty care are notified at the earliest possible time of the critical patient's condition.
- The Fire Apparatus refreshment program is an on-going program that refreshes the various emergency vehicles used by the Fire Department. The inventory includes but is not limited to fire pumpers, rescue vehicles, truck lifts and ladder trucks. Certain apparatuses include buy-back incentive programs where the County is able to acquire the equipment less the trade-in value for the existing equipment at a lower net cost to the County.

### **Changes from Prior CIP**

Prior CIPs did not include the Fire vehicles; however, it is an existing and on-going program that will be reflected in the current and future CIPs.

# Fire Department IT and Equipment

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	2,862	2,718	3,183	0	108	4,991	3,228	1,754	1,409	2,942	23,195	
<b>Total Project Cost</b>	<b>2,862</b>	<b>2,718</b>	<b>3,183</b>	<b>0</b>	<b>108</b>	<b>4,991</b>	<b>3,228</b>	<b>1,754</b>	<b>1,409</b>	<b>2,942</b>	<b>23,195</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	2,862	2,460	3,183	0	108	4,991	2,929	1,754	1,409	2,942	22,638	
PAYG	0	258	0	0	0	0	299	0	0	0	557	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>2,862</b>	<b>2,718</b>	<b>3,183</b>	<b>0</b>	<b>108</b>	<b>4,991</b>	<b>3,228</b>	<b>1,754</b>	<b>1,409</b>	<b>2,942</b>	<b>23,195</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>2,862</b>	<b>2,718</b>	<b>3,183</b>	<b>0</b>	<b>108</b>	<b>4,991</b>	<b>3,228</b>	<b>1,754</b>	<b>1,409</b>	<b>2,942</b>	<b>23,195</b>	

## **Office of Emergency Management**

The Office of Emergency Management is focused on providing the highest level of preparedness for Arlington through an expansion of the County's comprehensive emergency management program as well as full staffing and operation of Arlington's emergency 9-1-1 center. OEM provides the leadership, coordination and operational planning that enables the County's response to, and recovery from, the impact of natural, man-made and technological hazards. Preplanning and preventative improvements taken through OEM can mitigate the severity and impact that man-made and natural disaster will have on the residents of Arlington. The program includes emergency planning, public education, emergency exercises/drills and special event management. OEM exists to increase the County's capacity to deal with a crisis or disaster. The majority of IT assets that are maintained by OEM are used to manage the Emergency Communications Center (ECC), the Alternative Emergency Communications Center (AECC) and the Emergency Operations Center (EOC). The key projects include: Portable Radios (which are hand-held radios), Mobile Radios (which are vehicle-installed radios), Recorders (ECC and AECC), EOC Technology, Arlington and Employee Alert Servers, Computer-Aided-Dispatch equipment (ECC and AECC), 911 telephone equipment (ECC and AECC), and the Outdoor Warning System.

- Portable radios are hand-held radios that allow for two-way communication with the Emergency Communications Center and non-public safety staff within the County government.
- Recorders are used to record all communications routed through the ECC and the AECC. The EOC is opened during all critical incidents that occur within the County.
- The EOC uses wall monitors to assess events outside the EOC and to display incident information. The equipment provides situational awareness to those working in the EOC so they can receive incident updates in real-time and enables EOC staff to communicate more effectively during an incident.
- Arlington Alert and Employee Alert servers need to be replaced due to age and in order to accommodate application updates.
- Computer-Aided-Dispatch (CAD) equipment are used on a non-stop basis to receive emergency calls and transfer information so public safety personnel can respond. The equipment is used in the ECC and AECC and includes servers, computers, monitors, peripheral devices, Matrox video and fiber connectivity cards.
- The 911 telephone equipment and dispatch work stations at the ECC and AECC includes backroom servers, telephone equipment and other infrastructure needed to make the 911 system work. Also included are the actual work stations used by dispatchers which include personal computers and peripheral devices that allow users to interface with the 911 system.
- The Outdoor Warning System (OWS) is used to alert the public during critical incidents. Equipment currently consists of speakers at six locations: Courthouse, Edgewood Street (Clarendon), Hayes Street/12th St (Pentagon City), N. Moore St (Rosslyn), Aurora Highlands Park (Hayes and 15th) (Pentagon City), as well as mobile trailers. The cost reflects estimates to fix the current system, and potentially build it out to cover more area. If most of this could be accommodated by using the ConnectArlington fiber backbone, this would change the cost structure as well as the locations of future signals.

**Changes from Prior CIP:** Refreshment of equipment currently housed at the AECC will be delayed to coincide with the timing of when the existing AECC relocates out of Court Square West, estimated to be around the 2017 timeframe.

# Office of Emergency Management

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	3,682	1,236	4,208	1,145	0	611	2,302	1,130	8,451	22,765	
<b>Total Project Cost</b>	<b>0</b>	<b>3,682</b>	<b>1,236</b>	<b>4,208</b>	<b>1,145</b>	<b>0</b>	<b>611</b>	<b>2,302</b>	<b>1,130</b>	<b>8,451</b>	<b>22,765</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	3,682	1,236	2,645	652	0	611	1,964	837	8,114	19,741	
PAYG	0	0	0	1,563	493	0	0	338	293	337	3,024	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>0</b>	<b>3,682</b>	<b>1,236</b>	<b>4,208</b>	<b>1,145</b>	<b>0</b>	<b>611</b>	<b>2,302</b>	<b>1,130</b>	<b>8,451</b>	<b>22,765</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>3,682</b>	<b>1,236</b>	<b>4,208</b>	<b>1,145</b>	<b>0</b>	<b>611</b>	<b>2,302</b>	<b>1,130</b>	<b>8,451</b>	<b>22,765</b>	

*Notes on Funding Schedule*  
 A combination of PAYG and master lease financing is used to pay for the OEM IT and equipment.

## **Police Department IT and Equipment**

The Police Department is focused on reducing the incidence of crime and improving the quality of life in Arlington County by making it a place where all people can live safely and without fear. The primary functions of the Police Department are: patrolling the County; responding to calls for service; detecting, identifying, and arresting perpetrators of criminal offenses; investigating and preparing cases to ensure successful prosecution in court; use intelligence to identify emerging crime trends and terrorist threats; and develop crime prevention initiatives. The majority of IT assets are used to store and communicate data throughout the Police Department and other public safety agencies so that public safety personnel can more effectively respond to and manage critical incidents, investigate and prepare cases for prosecution and manage department resources. The key projects include: the Records Management System (shared with the Sheriff's Department), In-Car Camera System, Mobile Data Computers, Computer Forensic Equipment, Command Vehicle Technology, Public Safety Network, and the Telestaff time-reporting system.

- The Records Management System (RMS) is used by the Police and Sheriff's Departments. The system stores critical response, case and inmate data.
- The in-car camera video system is used in Police and Sheriff's Department vehicles. The cameras record activities inside and around the vehicles. The cameras provide evidence of all traffic stops and other calls for service. This provides an added layer of protection and accountability for public safety officers and the public.
- The Mobile Data Computers (MDCs) are used in Police, Fire, Sheriff and Office of Emergency Management vehicles to communicate with the Emergency Communications Center and other public safety officers in the County. These are essentially heavy-duty laptops that increase the efficiency of information sharing, investigations and records management across the public safety agencies.
- Various equipment and software are used by the Police Department's Computer Forensic Unit. The equipment and software are used to retrieve and analyze data from various forms of technology including personal computers and cellular devices.
- The Police Department's Command Vehicle is deployed during critical incidents and special events. Technologies include servers, radios, personal computers, and peripheral devices.
- The Public Safety Network is the main infrastructure for the public safety Records Management Systems, Computer-Aided-Dispatch and the Mobile Data Computer System.
- Telestaff is an automated employee schedule and notification system used by the police department. The system provides notification to staff on work requirements, changes to work schedules, and staffing requests. The system allows staff to sign up for staffing requests more efficiently and provides management with enhanced capabilities for tracking personnel expenses.

## Police Department IT and Equipment

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	<i>The records management system is shared between Police and Sheriff departments. The Mobile Data Computers and related infrastructure are shared between Police, Sheriff, Fire and OEM departments. Both systems are reported only in the Police department's IT submission so that the full costs can be accounted for in one location.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	4,945	0	146	0	2,189	1,306	119	6,889	896	396	16,886	
<b>Total Project Cost</b>	<b>4,945</b>	<b>0</b>	<b>146</b>	<b>0</b>	<b>2,189</b>	<b>1,306</b>	<b>119</b>	<b>6,889</b>	<b>896</b>	<b>396</b>	<b>16,886</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>The IT and equipment for Police are funded using a combination of PAYG and master lease financing. Previously approved funds include one-time funding at FY 2011 close-out for consultant costs related to specifications planning and procuring of the records management system.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	4,524	0	146	0	2,189	1,306	0	2,948	896	396	12,405	
PAYG	0	0	0	0	0	0	119	3,941	0	0	4,060	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>4,524</b>	<b>0</b>	<b>1460</b>	<b>0</b>	<b>2,189</b>	<b>1,306</b>	<b>119</b>	<b>6,889</b>	<b>896</b>	<b>396</b>	<b>16,465</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	421	0	0	0	0	0	0	0	0	0	421	
<b>Subtotal Previously Approved Funding</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>	
<b>Total Revenues</b>	<b>4,945</b>	<b>0</b>	<b>146</b>	<b>0</b>	<b>2,189</b>	<b>1,306</b>	<b>119</b>	<b>6,889</b>	<b>896</b>	<b>396</b>	<b>16,886</b>	

## **Sheriff IT and Equipment**

The Sheriff's Office is responsible for the management and operation of the Arlington County Detention Facility and all related correctional responsibilities; providing courthouse/courtroom security and court support services; service/execution of civil and criminal warrants and court orders; transportation of inmates; providing administrative support; as well as management and oversight of the Arlington Alcohol Safety Action Program (ASAP). The majority of IT assets that are maintained by the Sheriff's Office are used to secure the Courts Building and the Detention Facility. Additional IT assets are used to process incarcerated individuals and retain critical records. The key projects include: the Records Management System (shared with the Police Department), Courthouse Magnetometer and X-Ray Machines, Live Scan and Portable Live Scan.

- The Records Management System (RMS) is used by the Police and Sheriff's Departments. The system stores critical response, case and inmate data. For reporting purposes, the full cost of the RMS is reflected in the Police Department's CIP project listing.
- The courthouse magnetometer and x-ray machines maintain security in the Courthouse by screening all visitors to the building for potentially threatening items.
- The live scan and portable live scan systems are automatic fingerprinting systems. State Code requires use of an automated fingerprinting system which is tied to the State Police database and sends fingerprints obtained at the Detention Center to the State Police automatically. Using the system, State Police verifies the identity of individuals within fifteen minutes and can also determine the identity of individuals that provide false names to authorities.



# Sheriff IT and Equipment

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	<i>The records management system is shared between the Police and Sheriff departments. For tracking purposes the full cost of the RMS is programmed in the Police IT and equipment plan.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	618	0	0	0	0	0	235	0	0	853	
<b>Total Project Cost</b>	<b>0</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>853</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>Sheriff IT and equipment are funded with a combination of PAYG and master lease.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	536	0	0	0	0	143	0	0	0	679	
PAYG	0	82	0	0	0	0	92	0	0	0	174	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>0</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>853</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>0</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>853</b>	

## **ConnectArlington**

### **Project Description**

ConnectArlington is a fiber-optic network that will link County and Schools buildings, ensuring that the government, the schools and the community will benefit as demand for digital services continually increases over the long term. This project builds out a shared, robust fiber optic infrastructure interconnecting facilities in Arlington to provide a high speed data path that is not dependent on the existing I-Net provided under the terms of the expiring Comcast franchise agreement, and ultimately will allow us to avoid potentially higher operating costs. The goal is to provide a cost effective telecommunications infrastructure to enhance reliability and agility, meet current requirements and be flexible enough to accommodate future requirements. It is deliberately designed to benefit Arlington County Government and Arlington Public Schools as well as non-profit service providers.

#### Critical Milestones:

Connection of 50 sites	Fall 2013
Connection of remaining 43 sites	Fall 2015

### **Project Justification**

The current franchise that provides Institutional Network (I-Net) represents millions of dollars annually of connectivity between County and Schools facilities. The agreement that governs this infrastructure expires on July 1, 2013. The County Traffic Control system is being overhauled to migrate from a copper cable infrastructure to a fiber optic based system (reference page E-67 of the Transportation section in the CIP); at the same time the Office of Emergency Management (OEM) Radio site microwave interconnects are also planning to migrate to fiber. By looking at these projects together and by using an open architecture designed to support future needs, the objectives of all three projects can be met while minimizing costs. This is predominantly due to the fact that the labor cost to pull fiber is disproportionate to the materials cost. When pulling fiber, even doubling the amount of fiber being pulled only increases the project cost by a small percentage, therefore, anywhere fiber paths can be shared there are significant savings compared to the costs of each project pulling fiber on their own. Each project will still need to pull along their own individual path whenever they have a unique destination, but overall, a large part of the paths for all three projects will be shared.

### **Changes from Prior CIP**

This project is far along in the design stage and some parts are already completed. Costs have been estimated and bids are expected by fall/winter CY 2012. Eleven public safety ports are now operational. The APS contribution has been estimated at \$1.9M.

# ConnectArlington

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	8,700	3,374	3,847	0	0	0	0	0	0	0	0	15,921
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>8,700</b>	<b>3,374</b>	<b>3,847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,921</b>

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	321	259	352	0	0	0	0	0	0	0	0	932
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	3,240	3,115	3,495	0	0	0	0	0	0	0	0	9,850
<b>Subtotal New Funding</b>	<b>3,561</b>	<b>3,374</b>	<b>3,847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,782</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	3,045	0	0	0	0	0	0	0	0	0	0	3,045
Other Previously Approved Funds	2,094	0	0	0	0	0	0	0	0	0	0	2,094
<b>Subtotal Previously Approved Funding</b>	<b>5,139</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,139</b>
<b>Total Revenues</b>	<b>8,700</b>	<b>3,374</b>	<b>3,847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,921</b>

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	317	478	500	596	609	621	634	652	670	716	5,793	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>317</b>	<b>478</b>	<b>500</b>	<b>596</b>	<b>609</b>	<b>621</b>	<b>634</b>	<b>652</b>	<b>670</b>	<b>716</b>	<b>5,793</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>317</b>	<b>478</b>	<b>500</b>	<b>596</b>	<b>609</b>	<b>621</b>	<b>634</b>	<b>652</b>	<b>670</b>	<b>716</b>	<b>5,793</b>	

# ConnectArlington

## Associated Costs and Funding Sources (\$ in Millions)

### Project/Phase

ITS Phase I	\$ 4.53
ITS Phase II	8.00
ITS Phase III	16.68
Public Safety Radio Network	3.43
Connection to Facilities (Last Mile)	5.37
Fiber and Hubsite Electronics	2.78
Engineering Study	0.31
Dominion Power Runs	1.17
Project Management and Contingencies	5.19
Total Capital Costs	<u>\$ 47.46</u>

### Funding Sources

ITS Grants	\$ 18.29
Existing Emergency Communications Center Bonds	4.01
2012 County GO Bonds	17.18
School Funds	1.90
County Funds (includes TCF and TIF)	2.80
Cable INET Funds	3.28
Total Funding Sources	<u>\$ 47.46</u>

# Arlington, Virginia

## METRO PROGRAM

### Program Description

The adopted ten year Metro capital program is mainly focused on the critical state of good repair investments, including:

- National Transportation Safety Board (NTSB) recommendations
- Replacement of the 1000 series rail cars
- Rehabilitation of oldest segments of the rail system
- Replacement and rehabilitation of aging elevators and escalators

Extension / enhancement projects are limited, but will include the addition of service on the Silver Line beginning in FY14. The Metro Washington Airports Authority (MWAA) is responsible for funding for the initial design and construction of this new section. WMATA will be responsible for the ongoing operation and maintenance of the Silver Line once revenue service begins.

### Program Summary

The goal of this project is to support, through annual contributions, Metro's rehabilitation, modernization and expansion of the rail and bus infrastructure to better meet mass transportation needs throughout the metropolitan region. WMATA's Adopted FY13 - FY18 Capital Budget consists of \$5.5 billion of critical system projects necessary to maintain the MetroBus, MetroRail and MetroAccess systems over the next six years. The program is heavily focused on replacement / rehab of the system's oldest infrastructure with minimal service enhancement investments. WMATA has previously identified close to \$11 billion of needs over a ten year period; the CIP reflects a constrained request in light of financial constraints for Metro and its contributing jurisdictions. It should be noted that this program includes \$1.5 billion in dedicated federal funding over 10 years, subject to a \$1.5 billion match by Maryland, Virginia and the District of Columbia. WMATA finalized the Capital Funding Agreement for FY 2011 - FY 2016 in July, 2010. Arlington's base share of the six-year program was \$80 million, with the potential for an increase in jurisdictional contributions based on annual updates to the Agreement. Subsequent CIP's are adopted annually based on the original Capital Funding Agreement.

<b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington	<b>Advisory Commission:</b> Transit Advisory Committee Transportation Commission
<b>Neighborhood(s):</b>	

# Metro Funding

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	0	0	0	0	0	0	0	0	<i>Costs include the County's \$33 million share of WMATA planned debt issued in Fiscal Years 2014-2018.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	20,900	18,600	26,600	20,400	16,400	14,500	15,000	15,750	16,500	16,500	181,150	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>20,900</b>	<b>18,600</b>	<b>26,600</b>	<b>20,400</b>	<b>16,400</b>	<b>14,500</b>	<b>15,000</b>	<b>15,750</b>	<b>16,500</b>	<b>16,500</b>	<b>181,150</b>	
Funding Schedule (in \$1,000s)											Notes on Funding Schedule	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	40,000	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	14,600	22,600	16,400	12,400	10,500	11,000	11,750	12,500	12,500	124,250	
<b>Subtotal New Funding</b>	<b>4,000</b>	<b>18,600</b>	<b>26,600</b>	<b>20,400</b>	<b>16,400</b>	<b>14,500</b>	<b>15,000</b>	<b>15,750</b>	<b>16,500</b>	<b>16,500</b>	<b>164,250</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	16,900	0	0	0	0	0	0	0	0	0	16,900	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>16,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,900</b>	
<b>Total Revenues</b>	<b>20,900</b>	<b>18,600</b>	<b>26,600</b>	<b>20,400</b>	<b>16,400</b>	<b>14,500</b>	<b>15,000</b>	<b>15,750</b>	<b>16,500</b>	<b>16,500</b>	<b>181,150</b>	
Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturities are assumed at 20 years.</i>
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	700	1,940	2,675	4,300	5,715	6,826	7,739	8,912	9,103	47,912	
<b>Gross Operating Costs</b>	<b>0</b>	<b>700</b>	<b>1,940</b>	<b>2,675</b>	<b>4,300</b>	<b>5,715</b>	<b>6,826</b>	<b>7,739</b>	<b>8,912</b>	<b>9,103</b>	<b>47,912</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>700</b>	<b>1,940</b>	<b>2,675</b>	<b>4,300</b>	<b>5,715</b>	<b>6,826</b>	<b>7,739</b>	<b>8,912</b>	<b>9,103</b>	<b>47,912</b>	

# TRANSPORTATION PROGRAMS

### Program Summary

The FY 2013-2022 Transportation Capital Improvement Plan (CIP) represents a balanced program of transportation projects that continues Arlington County's commitment to developing, maintaining and managing a multimodal transportation system that emphasizes travel choice and equal access for all users. Over the next ten years, Arlington plans to invest over \$981 million in a range of capital improvements that seek to enhance the quality of life and economic well-being of its residents, workers, and visitors. The CIP program was developed using a prioritization process that reflects the goals and objectives set forth in Arlington's Master Transportation Plan and other County planning efforts. The first six years of the current CIP total \$798.2 million, compared to a six-year program in the prior CIP totaling \$387.8 million. The increase is due to primarily to increased and accelerated streetcar costs as well as inclusion of projects that are currently underway.

The centerpiece of the current Transportation CIP is the inclusion of streetcars in the Route 1 and Columbia Pike areas of the County. These are a continuation of community building in the County, which began approximately 50 years ago with the planning and development of the Rosslyn-Ballston corridor. While providing funding for two streetcars, the CIP strives to provide a balanced program that also includes funding for bus transit, the County-wide Fiber Project, Metro station access improvements, bridge maintenance and major rebuilds, parking enhancements, pedestrian and bicycle improvements, street lights and signals, and parking meters. For the first time, the paving program is included in the transportation section of the CIP. (In past years, this program was included in General Government Maintenance Capital.)

Funding for the transportation CIP program activities comes from a balance of state and federal sources and is supplemented by local sources. The two primary sources of local revenues for this program are the Transportation Capital Fund (TCF) (formerly known as the Transportation Investment Fund) and Crystal City, Potomac Yard, Pentagon City Tax Increment Financing (TIF). The TCF has been the primary source of funding for the transportation program since it was adopted by the County Board in 2008. It is funded by an additional real estate tax on industrial and commercial properties for transportation initiatives; the rate is currently set at \$0.125 per \$100 of assessed value. Based on preliminary cashflow projections, the plan assumes issuance in FY 2014 of bonds potentially supported by the TCF to pay for Columbia Pike street improvements and streetcar. A final financing plan will be developed over the next few years.

In 2010, the County Board established the Crystal City, Potomac Yard, Pentagon City Tax Increment Financing (TIF) area. Incremental growth in property tax revenues in the TIF area are directed to this fund to be invested in public infrastructure improvements that support the Crystal City Sector Plan. This revenue source is intended to supplement local Transportation Capital Funds, private investment and state and federal sources. The amount of annual tax revenue for the TIF fund is determined using the January 1, 2011 TIF area total assessment value (\$9.8 billion) as the baseline. Then, in each subsequent year, the assessment growth relative to the base is determined, and a portion (currently 33 percent) of the resulting tax revenue is segregated into the TIF fund. The preliminary financing plan assumes issuance of bonds beginning in FY 2015, potentially supported by revenues from the TIF. Again, a final financing plan will be developed as project costs are better defined.

The CIP provides information on individual projects and an estimate of required funding. This program structure offers maximum programming flexibility, enabling the County to adapt project priorities to fluctuations in available state and federal dollars. As noted earlier, the program also prioritizes significant projects like the Columbia Pike Streets and Streetcar and Crystal City Streets and Route 1 Corridor Streetcar, while providing ongoing funding for critical transit, complete streets, and local initiatives that enhance the community.

The following program information and tables represents Arlington's transportation plan for the expenditure of funds currently available to the County (Transportation Capital Fund, Crystal City/Potomac Yard/Pentagon City Tax Increment Financing, local PAYG and bonds, private contributions, and state and federal grant funding). The funding amounts are limited to currently projected available sources; while the transportation program is comparatively large relative to other programs, it is similar in that its needs exceed available resources. The actual projects undertaken in those years may vary in order to maximize state and federal reimbursements.

TRANSPORTATION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Arlington Transit Program	116,257	47,439	82,977	112,141	92,698	35,263	22,580	16,353	8,602	33,259	567,569
Complete Arlington Streets	48,684	39,811	38,038	51,029	43,320	16,278	12,371	9,149	9,686	9,417	277,783
Local Initiatives	3,717	894	3,767	852	1,967	1,043	6,634	835	863	932	21,504
Maintenance Capital	7,550	7,627	11,244	11,370	11,929	12,062	12,654	12,798	13,425	13,576	114,235
<b>Total Recommendation</b>	<b>176,208</b>	<b>95,771</b>	<b>136,026</b>	<b>175,392</b>	<b>149,914</b>	<b>64,646</b>	<b>54,239</b>	<b>39,135</b>	<b>32,576</b>	<b>57,184</b>	<b>981,091</b>

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	5,832	17,357	35,717	37,991	37,351	17,403	15,703	7,144	4,905	11,773	191,177
Transportation Capital Fund	21,981	20,287	23,406	20,092	22,732	11,871	10,835	11,697	6,635	10,024	159,560
Tax Increment Financing	4,747	5,850	2,500	7,931	4,170	7,759	4,470	2,200	2,150	4,550	46,327
PAYG	4,038	5,358	8,854	8,676	8,466	8,747	9,030	9,140	9,234	9,669	81,212
Other Bonds	0	21,000	49,430	76,500	38,500	0	0	0	0	0	185,430
New GO Bond Referenda	17,209	7,258	17,156	21,138	15,319	13,439	13,972	8,954	9,755	9,497	133,697
<b>Subtotal New Funding</b>	<b>53,807</b>	<b>77,110</b>	<b>137,063</b>	<b>172,328</b>	<b>126,538</b>	<b>59,219</b>	<b>54,010</b>	<b>39,135</b>	<b>32,679</b>	<b>45,513</b>	<b>797,403</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	875	225	0	150	0	0	0	0	0	0	1,250
Issued but Unspent Bonds	4,956	177	150	0	0	0	0	0	0	0	5,283
Other Previously Approved Funds	141,502	17,664	4,869	1,552	0	0	100	0	0	11,468	177,155
<b>Subtotal Previously Approved Funding</b>	<b>147,333</b>	<b>18,066</b>	<b>5,019</b>	<b>1,702</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>11,468</b>	<b>183,688</b>
<b>Total Funding Sources</b>	<b>201,140</b>	<b>95,176</b>	<b>142,082</b>	<b>174,030</b>	<b>126,538</b>	<b>59,219</b>	<b>54,111</b>	<b>39,135</b>	<b>32,679</b>	<b>56,981</b>	<b>981,091</b>



TRANSPORTATION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

FINANCING IMPACT (in \$1,000s)

	<b>FY 13</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>
GO Bond Financing Cost (P&I)	0	1,205	2,040	3,555	5,390	6,992	8,313	9,540	10,366	11,122
Other Bond Financing Cost (P&I)	0	0	1,682	5,641	11,768	14,852	14,852	14,852	14,852	14,852
<b>Total Financing Costs</b>	<b>0</b>	<b>1,205</b>	<b>3,722</b>	<b>9,196</b>	<b>17,158</b>	<b>21,844</b>	<b>23,165</b>	<b>24,392</b>	<b>25,218</b>	<b>25,974</b>

CRYSTAL CITY PLAN IMPROVEMENTS

The Crystal City Sector Plan establishes an overall vision and planning framework for the Crystal City, Potomac Yard, Pentagon City neighborhoods to thrive following the economic dislocation caused by the federal Base Realignment and Closure Commission (BRAC) decisions. The plan envisions significant public infrastructure improvements in streets, transit, and public open spaces over the next 20 years that will benefit the area. The adopted FY 2013 – FY 2022 CIP includes an expenditure plan for these improvements that totals over \$270 million in new and previously approved funding.

The Crystal City/Potomac Yard/Pentagon City Tax Increment Financing district (TIF) was created in FY 2011, and provides a portion of the financing for implementing the sector plan. TIF funding totals \$46.3 million in the current 10-year CIP, and the TIF could potentially support an additional \$58.4 million of other bonds. Additional funding will be provided by the state and federal governments, Arlington’s Transportation Capital Fund (TCF), other bonds potentially supported by TCF, general obligation bonds, and developer contributions.

The following projects in the FY 2013 – FY 2022 CIP are included as part of the sector plan implementation:

<b>Project Name</b>	<b>Page Reference</b>
Crystal City Interim Multimodal Center	E-31
Crystal City Potomac Yard Transitway	E-33
Crystal City Station Access Improvements	E-35
Route 1 Streetcar	E-45
Army Navy Drive Street Improvements	E-51
Crystal City Streets	E-61
Fiber Project	E-67
Crystal City Parks and Open Space	C-34

## Arlington, Virginia

# TRANSPORTATION PROGRAMS

<b>10-YEAR TRANSPORTATION CAPITAL FUND BALANCE</b>										
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
<b>Sources:</b>										
Beginning Balance	44,164	19,791	12,845	3,868	4,484	-	1,182	4,234	7,278	16,266
Commercial Real Estate Tax Revenues	24,000	24,720	25,462	26,225	27,012	27,823	28,657	29,517	30,402	31,315
<b>Total Sources</b>	<b>68,164</b>	<b>44,511</b>	<b>38,307</b>	<b>30,093</b>	<b>31,496</b>	<b>27,823</b>	<b>29,839</b>	<b>33,751</b>	<b>37,680</b>	<b>47,581</b>
<b>Uses:</b>										
Current Year Capital Projects	21,981	20,287	23,406	20,092	22,732	11,871	10,832	11,697	6,635	10,024
Spending for Projects Authorized in Prior Years	25,409	10,393	8,362	-	-	-	-	-	-	-
Program Administration	321	324	327	330	333	336	339	342	345	348
Existing Debt Service	662	662	662	662	662	662	662	662	662	662
Projected Debt Service	-	-	1,682	4,525	7,769	10,172	10,172	10,172	10,172	10,172
Columbia Pike Streetcar Operating Costs <sup>1</sup>	-	-	-	-	-	3,600	3,600	3,600	3,600	3,600
<b>Total Uses</b>	<b>48,373</b>	<b>31,666</b>	<b>34,439</b>	<b>25,609</b>	<b>31,496</b>	<b>26,641</b>	<b>25,605</b>	<b>26,473</b>	<b>21,414</b>	<b>24,806</b>
<b>TCF Balance</b>	<b>19,791</b>	<b>12,845</b>	<b>3,868</b>	<b>4,484</b>	<b>-</b>	<b>1,182</b>	<b>4,234</b>	<b>7,278</b>	<b>16,266</b>	<b>22,775</b>
<b>Debt Coverage</b>	<b>36.3</b>	<b>37.3</b>	<b>10.9</b>	<b>5.1</b>	<b>3.2</b>	<b>2.2</b>	<b>2.3</b>	<b>2.4</b>	<b>2.5</b>	<b>2.6</b>
<b>Reserve</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>

<sup>1</sup> Although operating costs for the Columbia Pike streetcar are shown as being paid out of the Transportation Capital Fund for planning purposes, the funding source will be identified and finalized as the project is completed

## Arlington, Virginia

# TRANSPORTATION PROGRAMS

<b>10-YEAR TAX INCREMENT FINANCING FUND BALANCE</b>										
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
<b>Sources:</b>										
Beginning Balance	1,520	698	-	4,077	3,100	4,554	3,353	5,120	8,904	14,554
Real Estate Tax Revenues	3,925	5,152	6,577	8,070	9,623	11,238	12,917	14,664	16,480	18,369
<b>Total Sources</b>	<b>5,445</b>	<b>5,850</b>	<b>6,577</b>	<b>12,147</b>	<b>12,723</b>	<b>15,792</b>	<b>16,270</b>	<b>19,784</b>	<b>25,384</b>	<b>32,923</b>
<b>Uses:</b>										
Current Year Capital Projects	4,747	5,850	2,500	7,931	4,170	7,759	4,470	2,200	2,150	4,550
Projected Debt Service	-	-	-	1,116	3,999	4,680	4,680	4,680	4,680	4,680
Route 1 Streetcar Operating Costs <sup>1</sup>	-	-	-	-	-	-	2,000	4,000	4,000	4,000
<b>Total Uses</b>	<b>4,747</b>	<b>5,850</b>	<b>2,500</b>	<b>9,047</b>	<b>8,169</b>	<b>12,439</b>	<b>11,150</b>	<b>10,880</b>	<b>10,830</b>	<b>13,230</b>
<b>TIF Balance</b>	<b>698</b>	<b>-</b>	<b>4,077</b>	<b>3,100</b>	<b>4,554</b>	<b>3,353</b>	<b>5,120</b>	<b>8,904</b>	<b>14,554</b>	<b>19,693</b>
<b>Debt Coverage</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.2</b>	<b>2.4</b>	<b>2.4</b>	<b>2.8</b>	<b>2.3</b>	<b>2.7</b>	<b>3.1</b>
<b>Reserve</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>

<sup>1</sup> Planning level costs for operating the Route 1 Corridor streetcar are \$3.0 million - \$5.0 million annually. Operating costs will be revised as the project moves past the concept stage. Although operating costs for the Route 1 streetcar are shown as being paid out of the Tax Increment Financing Fund for planning purposes, the funding source will be identified and finalized as the project is completed.

# FY 2013 – FY 2022 Transportation Funding Plan

## Notes:

1. Project has existing federal or state funding.
2. Project has existing local funding.
3. Project includes developer contribution that may not be available until project is complete.
4. Ongoing program. Total cost is the estimate of the six-year need for this planning period.
5. Transit Capital Reimbursement numbers in the state column are estimates. Funding amounts will change based on actual annual reimbursements.



Program	FY 2017 (000s)								FY 2018 (000s)								FY 2019 (000s)							
	Trans Capital Fund	Tax Increment	County PAYG	GO Bond	Other Bond	Fed	State	Total FY 2017	Trans Capital Fund	Tax Increment	County PAYG	GO Bond	Revenue Bond	Other Bond	State	Total FY 2018	Trans Capital Fund	Tax Increment	County PAYG	GO Bond	Other Bond	Fed	State	Total FY 2019
<b>Complete Streets</b>																								
<sup>1,2</sup> Columbia Pike Streets	10,000				10,000			20,000							-									-
<sup>2</sup> Crystal City Streets		4,170						4,170	6,560						6,560			2,770						2,770
<sup>2,4</sup> Ballston-Rosslyn Arterial Street Improvements: Wilson Blvd./Clarendon Blvd. and Fairfax Dr.	1,000							1,000	1,000						1,000	2,000							2,000	
<sup>2</sup> Improvements to Major Travel Corridors Outside Principal Business Districts-Lee Hwy., Washington Blvd., Arlington Blvd., Glebe Rd., Old Dominion Dr. and George Mason Dr.	500		845	282		1,000	500	3,127	500		871	281		1,000	500	3,152	500		897	299		1,000	500	3,196
Long Bridge Interchange								-							-								-	
EFC Streets								-							-								-	
<sup>1,2</sup> WALK Arlington	200		113	282		500		1,095	200		116	281			350	947	200		119	299		500		1,118
<sup>1,3</sup> Army Navy Drive Street Improvements				637			775	1,412							-								-	
<sup>1,2</sup> BIKE Arlington	10		225	282		500		1,017	10		232	281			350	873	10		239	299		500		1,048
<sup>3</sup> Potomac Yard/Four Mile Run Trail Connector								-							-								-	
<sup>1,4</sup> Capital Bikeshare			225			200		425			232			200	432			239				200		439
<sup>2,4</sup> Destination, Parking, and Regulatory Signage	25		68					93	765		70				835	25		72					97	
<sup>1,2</sup> Fiber Project						700		700						600	600								-	
Parking Technology	575							575							-								-	
<sup>2</sup> Parking Meters								-							-								-	
<sup>4</sup> Streetlight Energy Efficiency			563					563			583				583			597					597	
<sup>1,4</sup> Transportation Systems and Signals	400		450					850	400		464				864	400		478					878	
<b>TOTAL COMPLETE STREETS</b>	<b>12,710</b>	<b>4,170</b>	<b>2,489</b>	<b>1,483</b>	<b>10,000</b>	<b>2,900</b>	<b>1,275</b>	<b>35,027</b>	<b>9,435</b>	<b>-</b>	<b>2,568</b>	<b>843</b>	<b>-</b>	<b>1,800</b>	<b>1,200</b>	<b>15,846</b>	<b>3,135</b>	<b>2,770</b>	<b>2,641</b>	<b>897</b>	<b>-</b>	<b>2,200</b>	<b>500</b>	<b>12,143</b>
<b>Transit<sup>4</sup></b>																								
<sup>4</sup> ART Fleet Rehabilitation			798				304	1,102			846				313	1,159			898				322	1,220
<sup>2</sup> ART Fleet & Equipment Replacement and Expansion								-							-		5,370						2,301	7,671
<sup>1,2</sup> ART House	2,191					939		3,130	360						360									-
<sup>1,3</sup> Ballston-MU West Entrance								-							-								-	
<sup>1,4</sup> Bus Stop and Shelter Program			169				50	219			174				50	224			179			50	229	
<sup>1,2</sup> Columbia Pike Streetcar	6,831				20,000	16,000	8,943	51,774							-								-	
<sup>1,2</sup> Columbia Pike Superstops								-							-								-	
<sup>1,2</sup> Route 1 Corridor Streetcar	900			5,000	8,500		6,510	20,910	1,976	7,759		5,000	-		14,010	28,745	2,230	1,700				9,300	13,230	
<sup>1,2</sup> Crystal City Interim Multimodal Center								-							-								-	
<sup>1,2</sup> Crystal City Potomac Yard Transitway								-							-								-	
Crystal City Station Access Improvements								-							-								-	
<sup>1,2</sup> Fairfax Drive Pedestrian Improvements								-							-								-	
<sup>1,2</sup> Pentagon City Pedestrian Tunnel								-							-								-	
<sup>1,2</sup> Pentagon City Station Second Elevator								-							-								-	
<sup>1,2</sup> Rosslyn Station Access Improvements								-							-								-	
<sup>1</sup> Courthouse Station Second Elevator								-							-								-	
<sup>1,2</sup> Transit ITS & Security	100						30	130	100						30	130	100						30	130
<b>TOTAL TRANSIT</b>	<b>10,022</b>	<b>-</b>	<b>967</b>	<b>5,000</b>	<b>28,500</b>	<b>16,000</b>	<b>16,776</b>	<b>77,265</b>	<b>2,436</b>	<b>7,759</b>	<b>1,020</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>14,403</b>	<b>30,618</b>	<b>7,700</b>	<b>1,700</b>	<b>1,077</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,003</b>	<b>22,480</b>
<b>Local Initiatives</b>																								
<sup>2,4</sup> Neighborhood Traffic Calming (NTC)			113	172				285			116	172				288			119	182				301
<sup>1,2</sup> Bridge Renovation				1,238			400	1,638							-				5,015				1,000	6,015
<sup>1,4</sup> Bridge Maintenance			394					394			406				406			418						418
<b>TOTAL LOCAL INITIATIVES</b>	<b>-</b>	<b>-</b>	<b>507</b>	<b>1,410</b>	<b>-</b>	<b>-</b>	<b>400</b>	<b>2,317</b>	<b>-</b>	<b>-</b>	<b>522</b>	<b>172</b>	<b>-</b>	<b>-</b>	<b>694</b>	<b>-</b>	<b>-</b>	<b>537</b>	<b>5,197</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>6,734</b>
<b>Maintenance Capital</b>																								
<sup>4</sup> Paving			4,503	7,426				11,929			4,637	7,425			12,062			4,776	7,878					12,654
<b>TOTAL MAINTENANCE CAPITAL</b>	<b>-</b>	<b>-</b>	<b>4,503</b>	<b>7,426</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,929</b>	<b>-</b>	<b>-</b>	<b>4,637</b>	<b>7,425</b>	<b>-</b>	<b>-</b>	<b>12,062</b>	<b>-</b>	<b>-</b>	<b>4,776</b>	<b>7,878</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,654</b>
<b>TOTAL TRANSPORTATION PROGRAM</b>	<b>22,732</b>	<b>4,170</b>	<b>8,466</b>	<b>15,319</b>	<b>38,500</b>	<b>18,900</b>	<b>18,451</b>	<b>126,538</b>	<b>11,871</b>	<b>7,759</b>	<b>8,747</b>	<b>13,440</b>	<b>-</b>	<b>1,800</b>	<b>15,603</b>	<b>59,220</b>	<b>10,835</b>	<b>4,470</b>	<b>9,031</b>	<b>13,972</b>	<b>-</b>	<b>2,200</b>	<b>13,503</b>	<b>54,011</b>





# Arlington, Virginia

## TRANSPORTATION – TRANSIT INITIATIVES: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1. ART Fleet & Equipment Replacement and Enhancement	2,000	3,388	0	4,011	0	0	7,671	1,760	0	1,556	20,386
2. ART Fleet Rehabilitation	488	568	797	1,047	1,102	1,159	1,220	1,029	812	979	9,201
3. ART House	4,502	0	0	5,905	2,208	2,775	0	0	0	0	15,390
4. Ballston-MU Station West Entrance	0	0	0	0	0	0	0	1,300	4,420	18,848	24,568
5. Bus Stops and Shelters	611	205	209	214	219	224	229	234	240	246	2,631
6. Columbia Pike Streetcar	9,546	25,769	55,057	56,853	51,774	0	0	0	0	0	198,999
7. Columbia Pike Super Stops	5,586	4,994	4,774	5,506	0	0	0	0	0	0	20,860
8. Court House Station Second Elevator	0	0	0	0	0	0	100	8,900	0	0	9,000
9. Crystal City Interim Multimodal Center	170	0	280	710	0	0	0	0	0	0	1,160
10. Crystal City Potomac Yard Transitway	37,291	0	0	0	0	0	0	0	0	0	37,291
11. Crystal City Station Access Improvements	0	0	0	0	0	0	0	3,000	3,000	11,500	17,500
12. Fairfax Drive Pedestrian & Sidewalk Improvements	863	2,150	2,150	0	0	0	0	0	0	0	5,163
13. Pentagon City Pedestrian Tunnel Renovation	1,292	0	0	0	0	0	0	0	0	0	1,292
14. Pentagon City Station Second Elevator	2,840	2,245	0	0	0	0	0	0	0	0	5,085
15. Rosslyn Station Access Improvements	48,423	1,500	0	0	0	0	0	0	0	0	49,923

16. Route 1 Corridor Streetcar (Crystal City Streetcar)	2,000	5,990	19,080	37,265	37,265	30,975	13,230	0	0	0	145,805
17. Transit ITS and Security Program	645	630	630	630	130	130	130	130	130	130	3,315
<b>Total Recommendation</b>	<b>116,257</b>	<b>47,439</b>	<b>82,977</b>	<b>112,141</b>	<b>92,698</b>	<b>35,263</b>	<b>22,580</b>	<b>16,353</b>	<b>8,602</b>	<b>33,259</b>	<b>567,569</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	1,942	14,257	31,117	33,891	32,776	14,403	12,004	4,744	2,205	9,373	156,712
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	7,943	21,677	47,919	76,473	38,522	10,195	9,400	10,662	5,600	11,439	239,830
PAYG	525	556	727	916	967	1,020	1,076	947	797	979	8,510
New Bond Referenda	0	0	0	13,183	5,000	5,000	0	0	0	0	23,183
<b>Subtotal New Funding</b>	<b>10,410</b>	<b>36,490</b>	<b>79,763</b>	<b>124,463</b>	<b>77,265</b>	<b>30,618</b>	<b>22,480</b>	<b>16,353</b>	<b>8,602</b>	<b>21,791</b>	<b>428,235</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	3,500	0	0	0	0	0	0	0	0	0	3,500
Issued but Unspent Bonds	955	0	0	0	0	0	0	0	0	0	955
Other Previously Approved Funds	108,397	13,049	1,865	0	0	0	100	0	0	11,468	134,179
<b>Subtotal Previously Approved Funding</b>	<b>112,852</b>	<b>13,049</b>	<b>1,865</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>11,468</b>	<b>139,334</b>
<b>Total Funding Sources</b>	<b>123,262</b>	<b>49,539</b>	<b>81,628</b>	<b>124,463</b>	<b>77,265</b>	<b>30,618</b>	<b>22,580</b>	<b>16,353</b>	<b>8,602</b>	<b>33,259</b>	<b>567,569</b>

### 1. ART Fleet & Equipment Replacement and Enhancement

#### Project Description

This project covers the purchase of buses, fareboxes, and other related bus equipment for use in Arlington Transit (ART). These buses are all low-floor vehicles powered by compressed natural gas (CNG). Buses purchased in FY 2014 will be medium-duty (seven-year), narrow-width, 28 foot long vehicles suitable for neighborhood streets. Buses purchased in fiscal years 2016 and 2019 will be heavy-duty, full-width, 35 foot long buses for use on arterial and collector streets. These buses are necessary for expected expansion of service and maintenance of necessary spares for both the heavy-duty and medium-duty ART fleets. Heavy-duty buses are rated with a 12-year life which, if rehabilitated mid-life, can be used 16 years. Buses purchased in fiscal years 2020 and 2022 will be medium-duty (seven-year), narrow-width, 28 foot long vehicles suitable for neighborhood streets. The fiscal year 2020 and 2022 purchases are for replacing medium-duty buses (same model) obtained in fiscal years 2012 and 2014. Most of the ART fleet program is funded by local funds and state capital reimbursement grants. In addition the County has two federal stimulus grants to purchase six new buses, including three CNG-Hybrid buses.

<b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington	<b>Critical Milestones:</b> <i>Four to Five 28' buses in service FY 2013</i> <i>Three 28' buses in service FY 2014</i> <i>Eight 35' buses in service FY 2016</i> <i>Fourteen 35' buses in service FY 2019</i> <i>Four 28' replacement buses FY 2020</i> <i>Four 28' replacement buses FY 2022</i>	<b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

Arlington Transit (ART) is making a transition from a circulator bus service to a more full service operation. Since FY 2005 with the introduction of the ART 41, the first route serving the primary transit network, ART has experienced an average annual growth of 16 percent in ridership. In FY 2009 ART carried more than 1.4 million passengers, and with the introduction of new primary transit network services this past fiscal year (2011) ART may reach 2.0 million passengers. In FY 2007 ART initiated a fleet conversion plan that would replace light duty vehicles with heavy duty, low floor, CNG powered buses that could better handle the increased passenger loads, and improve reliability and accessibility of the ART fleet. The light duty vehicles were not designed for the number of revenue hours or miles of service necessary for the level of service ART was providing to the community. These vehicles were not well designed to serve disabled passengers, and the lifts often broke down, requiring that the vehicles be taken out of service. The Transit Element of the Master Transportation Plan and the six-year Transit Development Plan, which were completed in 2010, provide a framework for improvements to the current route services, span and frequency, and new route services. Continuing the expansion of the ART fleet which began in FY 2012 will allow for future improved local transit services.

#### Changes from Prior CIP

No funding is being requested in fiscal years 2013 or 2015 because a balance of \$4 million from FY 2012 is available to combine with FY 2014 funding to cover bus purchase needs the next few years. Additionally, a mid-life bus rehabilitation project is included in the FY 2013 - FY 2022 CIP for the first time. This program is funded with pay-as-you-go money and state reimbursements, and will increase bus life by four years and thereby defer new bus purchases four years.

# 1. ART Fleet & Equipment Replacement and Enhancement

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	2,000	3,388	0	4,011	0	0	7,671	1,760	0	1,556	20,386	
<b>Total Project Cost</b>	<b>2,000</b>	<b>3,388</b>	<b>0</b>	<b>4,011</b>	<b>0</b>	<b>0</b>	<b>7,671</b>	<b>1,760</b>	<b>0</b>	<b>1,556</b>	<b>20,386</b>	

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	368	0	1,203	0	0	2,301	528	0	467	4,867	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	860	0	2,808	0	0	5,370	1,232	0	1,089	11,359	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>		<b>1,228</b>		<b>4,011</b>			<b>7,671</b>	<b>1,760</b>		<b>1,556</b>	<b>16,226</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	2,000	2,160	0	0	0	0	0	0	0	0	4,160	
<b>Subtotal Previously Approved Funding</b>	<b>2,000</b>	<b>2,160</b>									<b>4,160</b>	
<b>Total Revenues</b>	<b>2,000</b>	<b>3,388</b>	<b>0</b>	<b>4,011</b>	<b>0</b>	<b>0</b>	<b>7,671</b>	<b>1,760</b>	<b>0</b>	<b>1,556</b>	<b>20,386</b>	

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	292	0	561	0	0	1,355	0	0	0	2,208	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>292</b>	<b>0</b>	<b>561</b>	<b>0</b>	<b>0</b>	<b>1,355</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,208</b>	
Less Fees	0	100	0	196	0	0	474	0	0	0	770	
<b>Net Operating Cost</b>	<b>0</b>	<b>192</b>	<b>0</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>881</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,438</b>	

**2. ART Fleet Rehabilitation**

**Project Description**

Rehabilitation of heavy-duty buses used in Arlington Transit (ART). These buses are all low-floor vehicles powered by compressed natural gasoline (CNG) rated by the Federal Transit Administration for a 12-year life. A mid-life rehabilitation performed in the sixth to ninth year of service would extend the useful life of a bus to 16 years of revenue service. This project would begin with the eight heavy duty buses that began service in August 2007 and continue to encompass all 35 buses purchased from North American Bus Industries, at an estimated cost in current dollars of \$180,000 per bus. One bus would be rehabilitated at a time with two to four rehabs annually.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b> <i>Eight 2007 buses rehabilitated by FY 2015</i> <i>Twelve 2008 buses rehabilitated by FY 2017</i> <i>Eleven 2011 buses rehabilitated by FY 2020</i> <i>Three 2012 buses rehabilitated by FY 2020</i> <i>Begin rehabilitation of FY 2013 buses by FY 2021</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>		

**Project Justification**

ART bus used to provide transit service, in compliance with the objectives of the adopted Transit Element of the Transportation Master Plan.

**Changes from Prior CIP**

This is a new program initiative.

## 2. ART Fleet Rehabilitation

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	488	568	797	1,047	1,102	1,159	1,220	1,029	812	979	9,201	
<b>Total Project Cost</b>	<b>488</b>	<b>568</b>	<b>797</b>	<b>1,047</b>	<b>1,102</b>	<b>1,159</b>	<b>1,220</b>	<b>1,029</b>	<b>812</b>	<b>979</b>	<b>9,201</b>	

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	113	167	229	295	304	313	323	266	205	196	2,411	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	375	401	568	752	798	846	897	763	607	783	6,790	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>488</b>	<b>568</b>	<b>797</b>	<b>1,047</b>	<b>1,102</b>	<b>1,159</b>	<b>1,220</b>	<b>1,029</b>	<b>812</b>	<b>979</b>	<b>9,201</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Revenues</b>	<b>488</b>	<b>568</b>	<b>797</b>	<b>1,047</b>	<b>1,102</b>	<b>1,159</b>	<b>1,220</b>	<b>1,029</b>	<b>812</b>	<b>979</b>	<b>9,201</b>	

*The bus rehabilitation plan assumes a reimbursement from the state of 30 percent of total new local funding. There is currently no federal funding in this project.*

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**3. ART House**

**Project Description**

This project will result in the development of administrative and operations offices, a compressed natural gas (CNG) fueling station, a wash facility and a maintenance garage for the ART bus services and fleet. The development of the ART House facilities will be completed in phases. Administrative offices will be developed in space leased from the Water Pollution Control Plant at 2900 South Eads Street. The initial phase of the maintenance site will include site improvements on 2900 Jefferson Davis Highway, utilities, a CNG fueling station and a bus wash facility. An office building on the north lot will be removed and the site will be repaved during this phase of the project. Subsequent phases will include design and construction of the heavy maintenance facility.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b></p> <p><i>Complete office rehabilitation and relocation in FY 2013</i></p> <p><i>Complete design of bus wash and fueling station in FY 2013</i></p> <p><i>Complete construction of bus wash and fueling station FY 2014</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Potomac Yard, Aurora Highlands, Arlington Ridge</p>		

**Project Justification**

Arlington Transit (ART) is making a transition from a circulator bus service to a more full service operation. Since FY 2005 with the introduction of the ART 41, the first route serving the primary transit network, ART has experienced an average annual growth of 16% in ridership. In FY 2009 ART carried more than 1.4 million passengers, and with the introduction of new primary transit network services in FY 2012, ART may reach 2.5 million passengers. In FY 2007 ART initiated a fleet conversion plan that would replace light duty vehicles with heavy duty, low floor, CNG powered buses that could better handle the increased passenger loads. Until FY 2008, ART was operated at facilities located outside Arlington. The purchase and development of the ART House sites will provide the essential foundation the ART program needs to maintain the quality and growth of the services in future years. Working with a consultant and stakeholders such as the Virginia Department of Rail and Public Transportation, the ART staff is now finalizing concept plans that will move into design and construction of the CNG fueling station and bus wash. Additionally, site improvements, utilities and grading on the southern lot will be completed at the site at 2900 Jefferson Davis Highway.

**Changes from Prior CIP**

The project budget includes funding for additional right of way and land acquisitions costs. The ultimate plan is to close 32nd Street South, which divides the northern and southern portions of the Jefferson Davis Highway site. That roadway is currently owned by VDOT, although it is maintained by the County. Also, with the growth of the ART services and fleet it is necessary to find additional land for the location of a heavy maintenance facility and bus parking. The current fleet is 45 vehicles and with the development of necessary facilities will occupy all available space as shown on the 2010 concept plan.

### 3. ART House

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
A & E	0	0	0	0	0	0	0	0	0	0	0		
Land Acquisition	4,357	0	0	0	0	0	0	0	0	0	0	4,357	
Construction	145	0	0	5,905	2,208	2,775	0	0	0	0	0	11,033	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>4,502</b>	<b>0</b>	<b>0</b>	<b>5,905</b>	<b>2,208</b>	<b>2,775</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,390</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													
State/Federal Funding	788	0	0	1,440	939	0	0	0	0	0	0	3,167	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	102	0	0	0	2,191	360	0	0	0	0	0	2,653	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	3,183	0	0	0	0	0	0	0	3,183	
<b>Subtotal New Funding</b>	<b>890</b>			<b>4,623</b>	<b>3,130</b>	<b>360</b>						<b>9,003</b>	
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	2,030	0	0	0	0	0	0	0	0	0	0	2,030	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	4,357	0	0	0	0	0	0	0	0	0	0	4,357	
<b>Subtotal Previously Approved Funding</b>	<b>6,387</b>											<b>6,387</b>	
<b>Total Revenues</b>	<b>7,277</b>	<b>0</b>	<b>0</b>	<b>4,623</b>	<b>3,130</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,390</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



**4. Ballston-MU Station West Entrance**

**Project Description**

The access improvement plan for the Ballston-MU station includes a new entrance at the west end of the station to provide easier access from the Glebe Road area and growing development in the western part of Ballston. This new entrance will be located at the intersection of N. Fairfax Drive and N. Vermont Street and will include two street level elevators and escalators connecting to an underground passageway and new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines, and an attended kiosk. The CIP includes funding in the out-years of the CIP including anticipated developer contributions tied to an approved redevelopment project that has been on indefinite hold due to market conditions.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b> <i>Engineering and Design FY 2020 – FY 2021</i> <i>Begin Construction FY 2022</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Ballston-Virginia Square</p>		

**Project Justification**

A west entrance will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive as well as adjacent neighborhoods west of Ballston. The County’s 1998 Ballston Metro Access Study projected an increase in patronage from approximately 21,300 to 36,500 due to planned development in the area and assumed a west entrance. An estimated 38 percent, or roughly 14,160 weekday entries and exits, of the projected daily patronage will use the west entrance. The additional entrance will also improve emergency egress in the event of a fire or other unsafe incident requiring emergency evacuation from the station and train platforms. The design and construction of the West Entrance is currently estimated at \$67.7 million and \$72.4 million in total costs; however, the project is not expected to begin in the next several years so the cost will continue to increase due to inflation. A large portion of the construction for this project will extend beyond the FY 2022 horizon. A developer contribution of \$10.866 million was set by the original approved site plan conditions. All new operating and maintenance costs that result from the opening and use of the West Entrance will be covered by the Metrorail regionally allocated operating subsidy.

**Changes from Prior CIP**

The project was not included in the prior CIP.

#### 4. Ballston-MU Station West Entrance

Capital Cost Schedule (in \$1,000s)												<b>10 Year Total</b>	<b>Notes on Cost Estimates</b> <i>Project costs extend beyond the 10-Year CIP. Total costs of the West Entrance project were estimated to range between \$67 million to \$72 million in 2010 dollars. Assuming a \$70 million cost estimate in 2010 dollars and a 3 percent annual inflation rate, the projected cost could approach \$100 million in FY 2022 dollars.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
A & E	0	0	0	0	0	0	0	1,300	4,420	0	5,720		
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	18,848	18,848		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0		
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,300</b>	<b>4,420</b>	<b>18,848</b>	<b>24,568</b>		

Funding Schedule (in \$1,000s)												<b>10 Year Total</b>	<b>Notes on Funding Schedule</b> <i>Other Previously Approved Funds includes approximately \$10.866 million in developer contribution per condition of the site plan for the redevelopment of 4420 N. Fairfax Drive. However, the developer has had their approved site plan on hold since June 2006. Additionally, the County has \$0.320 million in state capital reimbursement funds and \$0.282 million in WMATA Transit Infrastructure Investment funds allocated to Arlington County.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													
State/Federal Funding	0	0	0	0	0	0	0	300	1,020	1,680	3,000		
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		
Other Funding	0	0	0	0	0	0	0	1,000	3,400	5,700	10,100		
PAYG	0	0	0	0	0	0	0	0	0	0	0		
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0		
<b>Subtotal New Funding</b>								<b>1,300</b>	<b>4,420</b>	<b>7,380</b>	<b>13,100</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	11,468	11,468		
<b>Subtotal Previously Approved Funding</b>										<b>11,468</b>	<b>11,468</b>		
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,300</b>	<b>4,420</b>	<b>18,848</b>	<b>24,568</b>		

Projected Additional Operating Costs (in \$1,000s)												<b>10 Year Total</b>	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0		
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0		
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0		
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
Less Fees	0	0	0	0	0	0	0	0	0	0	0		
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

**5. Bus Stops and Shelters**

**Project Description**

This project would replace existing or install new bus shelters and make other improvements to various bus stops throughout the County. Placement of these bus shelters and other improvements will be determined by the Bus Stop Study, current bus route strategies in the Transit Development Plan, citizen input, and through coordination with other County initiated transportation capital improvement projects.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

**Project Justification**

This program provides on-going capital maintenance as well as infrastructure improvements for the growing number of bus stops serving the local ART bus service and Metrobus service. Bus stops from time to time require repairs and upgrades to keep them safe, accessible, and attractive for the traveling public. Safe, accessible, and attractive transit stops are an important factor in encouraging transit use.

**Changes from Prior CIP**

This CIP adds local funds to continue the program from the FY 2011 – FY 2016 CIP.

## 5. Bus Stops and Shelters

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	105	50	50	50	50	50	50	50	50	50	50	555
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	506	155	159	164	169	174	179	184	190	196	196	2,076
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>611</b>	<b>205</b>	<b>209</b>	<b>214</b>	<b>219</b>	<b>224</b>	<b>229</b>	<b>234</b>	<b>240</b>	<b>246</b>	<b>246</b>	<b>2,631</b>

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	50	50	50	50	50	50	50	50	50	50	50	500
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	150	155	159	164	169	174	179	184	190	196	196	1,720
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>200</b>	<b>205</b>	<b>209</b>	<b>214</b>	<b>219</b>	<b>224</b>	<b>229</b>	<b>234</b>	<b>240</b>	<b>246</b>	<b>246</b>	<b>2,220</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	411	0	0	0	0	0	0	0	0	0	0	411
<b>Subtotal Previously Approved Funding</b>	<b>411</b>											<b>411</b>
<b>Total Revenues</b>	<b>611</b>	<b>205</b>	<b>209</b>	<b>214</b>	<b>219</b>	<b>224</b>	<b>229</b>	<b>234</b>	<b>240</b>	<b>246</b>	<b>246</b>	<b>2,631</b>

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## 6. Columbia Pike Streetcar

### Project Description

The Arlington County Board and the Fairfax County Board of Supervisors approved a preferred transit alternative for Columbia Pike which will deploy a contemporary streetcar to connect Skyline in Bailey's Crossroads area of Fairfax through the Columbia Pike Corridor to the Pentagon City Metrorail station. The project includes construction of streetcar railway primarily in the curb lanes in each direction, associated roadway improvements; power, control and communication systems; and a maintenance facility. It also includes the purchase of 13 streetcar vehicles. Opportunities to incorporate public art will be explored. The current phase of the project includes an application for federal funding under the New Starts/Small Starts program, environmental clearance under the National Environmental Policy Act (NEPA), and associated preliminary engineering. The project schedule calls for the completion of planning, engineering and construction of the streetcar system by FY 2017.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Complete AA/EA</i></td> <td><i>End FY 2012</i></td> </tr> <tr> <td><i>Submit New Starts/ Small Starts</i></td> <td><i>FY 2013</i></td> </tr> <tr> <td><i>Application</i></td> <td></td> </tr> <tr> <td><i>Preliminary Engineering</i></td> <td><i>FY 2013 – FY 2014</i></td> </tr> <tr> <td><i>Construction</i></td> <td><i>FY 2015 – FY 2017</i></td> </tr> <tr> <td><i>System Testing and Revenue Service</i></td> <td><i>FY 2017</i></td> </tr> </table>	<i>Complete AA/EA</i>	<i>End FY 2012</i>	<i>Submit New Starts/ Small Starts</i>	<i>FY 2013</i>	<i>Application</i>		<i>Preliminary Engineering</i>	<i>FY 2013 – FY 2014</i>	<i>Construction</i>	<i>FY 2015 – FY 2017</i>	<i>System Testing and Revenue Service</i>	<i>FY 2017</i>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<i>Complete AA/EA</i>	<i>End FY 2012</i>													
<i>Submit New Starts/ Small Starts</i>	<i>FY 2013</i>													
<i>Application</i>														
<i>Preliminary Engineering</i>	<i>FY 2013 – FY 2014</i>													
<i>Construction</i>	<i>FY 2015 – FY 2017</i>													
<i>System Testing and Revenue Service</i>	<i>FY 2017</i>													
<p><b>Neighborhood(s):</b> Columbia Heights West, Columbia Forest, Penrose, Alcovia Heights, Douglas Park, Arlington Heights, Arlington View, Columbia Pike Revitalization Organization, Barcroft</p>														

### Project Justification

Columbia Pike today is the most heavily used bus transit corridor in Northern Virginia. After a lengthy community based planning process the County adopted a plan to redevelop the Columbia Pike Corridor as a Community Mainstreet utilizing a form-based code. Fairfax County is planning for the future redevelopment of the Bailey's Crossroad area. Arlington and Fairfax counties have already joined forces to improve transit service along the Columbia Pike Corridor with the introduction of the Pike Transit Initiative and the Pike Ride program. However, with the redevelopment of Columbia Pike in Arlington and the Bailey's Crossroad area of Fairfax County, there is a critical need for an enhanced transit service along the corridor with a connection to the existing Metrorail system. This high capacity, enhanced transit service, is necessary to serve better the anticipated growth in residents, employees and visitors traveling within, to and through the corridor. The approved preferred alternative for the enhanced transit service would replace some existing bus service with a modern contemporary streetcar. Some of the existing commuter and local bus services would remain in service. It is anticipated that the cost of the Columbia Pike Streetcar will be funded by local funds (including commercial real estate tax), state capital reimbursement grants, and federal grant funds.

### Changes from Prior CIP

The project budget is based upon a new cost estimate prepared according to FTA requirements and most recent planning and design work. It includes a larger contingency and escalation costs.

## 6. Columbia Pike Streetcar

Capital Cost Schedule (in \$1,000s)												<b>Notes on Cost Estimates</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
A & E	6,136	5,402	5,563	5,730	7,422	0	0	0	0	0	0	30,253	<p><i>The total cost of the Columbia Pike Streetcar is currently estimated to be \$250 million. Arlington County will provide 80 percent of this cost, and Fairfax County will provide 20 percent of the costs. The prorata shares are based on the number of track miles in each jurisdiction and projected ridership attributable to each jurisdiction.</i></p>
Land Acquisition	3,410	3,513	3,618	0	0	0	0	0	0	0	0	10,541	
Construction	0	16,854	34,600	35,637	24,294	0	0	0	0	0	0	111,385	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	11,276	15,486	20,058	0	0	0	0	0	0	46,820	
<b>Total Project Cost</b>	<b>9,546</b>	<b>25,769</b>	<b>55,057</b>	<b>56,853</b>	<b>51,774</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198,999</b>	
Funding Schedule (in \$1,000s)												<b>Notes on Funding Schedule</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
<b>New Funding</b>													<p><i>The preliminary financing plan includes bonds that are potentially supported by the commercial real estate tax, beginning in FY 2014. These bonds will total \$70.0 million over the life of the project.</i></p> <p><i>Additionally, this project is anticipated to be funded with \$60.0 million in federal money, \$32.7 million in state money, \$31.3 million from Arlington's Transportation Capital Fund.</i></p> <p><i>Prior funding is a combination of \$4.5 million in state funding and \$513,000 is provided by Arlington's Transportation Capital Fund.</i></p>
State/Federal Funding	310	12,442	27,264	27,713	24,943	0	0	0	0	0	0	92,672	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	4,222	13,327	27,793	29,140	26,831	0	0	0	0	0	0	101,313	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>4,532</b>	<b>25,769</b>	<b>55,057</b>	<b>56,853</b>	<b>51,774</b>							<b>193,985</b>	
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	5,014	0	0	0	0	0	0	0	0	0	0	5,014	
<b>Subtotal Previously Approved Funding</b>	<b>5,014</b>											<b>5,014</b>	
<b>Total Revenues</b>	<b>9,546</b>	<b>25,769</b>	<b>55,057</b>	<b>56,853</b>	<b>51,774</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198,999</b>	
Projected Additional Operating Costs (in \$1,000s)												<b>Notes on Operating Costs</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	<p><i>Operating cost projections shown here are order of magnitude and will be refined as the project progresses. The costs shown in this table are net of revenues. The funding source will be identified and finalized as the project is being completed.</i></p> <p><i>In order to implement the adopted capital program, additional program managers, engineering support, real estate, procurement, and legal assistance will be required.</i></p>
Operations Costs (+/-)	0	0	0	0	0	3,600	3,600	3,600	3,600	3,600	3,600	18,000	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,600</b>	<b>3,600</b>	<b>3,600</b>	<b>3,600</b>	<b>3,600</b>	<b>3,600</b>	<b>18,000</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## 7. Columbia Pike Super Stops

### Project Description

This project involves the design and construction of enhanced bus stops, called Super Stops, along Columbia Pike. Super Stops are larger, architect-designed bus shelters with the following planned passenger amenities: electronic and printed information, maps of bus routes and areas, ample seating, enhanced lighting and new security features; newspaper vendor corrals, and improved landscaping, sidewalks, curbs and gutters. Two prototype Super Stops are being built in FY 2013. Ultimately a total of 24 Super Stops shelters at 12 locations along Columbia Pike will be constructed westbound and eastbound at these intersections: Greenbrier, Dinwiddie, Buchanan, Taylor/Thomas, George Mason, Oakland/Monroe, Glebe, Walter Reed, Barton, Courthouse, Scott, and Navy Annex.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Columbia Heights West, Columbia Forest, Penrose, Alcova Heights, Douglas Park, Arlington Heights, Arlington View, Columbia Pike Revitalization Organization, Barcroft</p>	

### Project Justification

Columbia Pike is a major transit corridor serving an average of 16,000 bus riders each weekday - the highest bus ridership of any corridor in Northern Virginia. Arlington's transit development plan includes major service and facility enhancements in the corridor to better serve the growing number of transit riders. Street realignment, grade improvements, intersection improvements, wider sidewalks, streetscape improvements, new traffic signals, and pedestrian crossings are being completed to allow safer access to transit. The Super Stops project will provide improved shelter and increased seating, real time schedule information, enhanced lighting, heating and other safety features. A total of 24 new bus stops will be constructed to support the Pike Ride bus service and will also serve as future streetcar stations in the Columbia Pike Corridor.

### Changes from Prior CIP

This CIP adds local funds to complete all Super Stops.

## 7. Columbia Pike Super Stops

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	1,313	782	562	639	0	0	0	0	0	0	0	3,296
Land Acquisition	11	55	55	0	0	0	0	0	0	0	0	121
Construction	4,262	4,157	4,157	4,867	0	0	0	0	0	0	0	17,443
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>5,586</b>	<b>4,994</b>	<b>4,774</b>	<b>5,506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,860</b>

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	600	600	1,200	827	0	0	0	0	0	0	0	3,227
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	1,400	1,400	2,100	1,928	0	0	0	0	0	0	0	6,828
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>2,000</b>	<b>2,000</b>	<b>3,300</b>	<b>2,755</b>								<b>10,055</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	990	0	0	0	0	0	0	0	0	0	0	990
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	4,596	4,994	225	0	0	0	0	0	0	0	0	9,815
<b>Subtotal Previously Approved Funding</b>	<b>5,586</b>	<b>4,994</b>	<b>225</b>									<b>10,805</b>
<b>Total Revenues</b>	<b>7,586</b>	<b>6,994</b>	<b>3,525</b>	<b>2,755</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,860</b>

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**8. Court House Station Second Elevator**

**Project Description**

This project will provide for engineering, design, and construction of a second elevator to the Court House Metrorail station from the street level to the station mezzanine. WMATA is currently studying location options for the second elevator and will provide a concept plan and cost estimate for the County's consideration.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Courthouse, Lyon Village Citizens Association</p>	

**Project Justification**

The Court House Metro station has only one elevator from the street level to the mezzanine. The elevator is small, slow and heavily used. When it breaks down or is not in service, WMATA must operate wheelchair accessible bus service connecting the Court House station to the two adjacent Metrorail stations to provide ADA accessible service. Numerous Metrorail stations throughout the system have only one elevator and experience similar problems of over use, frequent breakdowns, and no ADA access when out of service. To correct the problem caused by having a single elevator, WMATA Board established an elevator redundancy plan stating that each Metrorail station should have a minimum of two elevators from the street level to the train platform for ADA access. This CIP project would help bring the Court House Metro station into compliance with WMATA's elevator redundancy plan. All new operating and maintenance costs that result from the opening and use of the new elevator will be covered by the Metrorail regionally allocated operating subsidy.

**Changes from Prior CIP**

This is a new project in the CIP.

## 8. Court House Station Second Elevator

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	
A & E	0	0	0	0	0	0	100	0	0	0	100
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	8,900	0	0	8,900
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>8,900</b>	<b>0</b>	<b>0</b>	<b>9,000</b>

Funding Schedule (in \$1,000s)											Notes on Funding Schedule
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	2,670	0	0	2,670
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	6,230	0	0	6,230
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>								<b>8,900</b>			<b>8,900</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	100	0	0	0	100
<b>Subtotal Previously Approved Funding</b>							<b>100</b>				<b>100</b>
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>8,900</b>	<b>0</b>	<b>0</b>	<b>9,000</b>

Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**9. Crystal City Interim Multimodal Center**

**Project Description**

This project consists of two phases to expand bus capacity at the Crystal City Metrorail station. Conceptually, the additional bus stops will be placed on 18th Street South between South Bell Street and South Eads Street. The first phase includes the addition of minor sidewalk improvements, flag signs, trash receptacles, lighting, transit information, and bicycle parking. The second phase includes additional sidewalk improvements, construction of sawtooth bus bays, seating, dynamic information signing, additional bicycle parking, and landscaping.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington, Crystal City Sector Plan</p>	<p><b>Critical Milestones:</b> <i>Design Phase I December 2013</i> <i>Construction Phase I June 2014</i> <i>Design Phase II June 2016</i> <i>Construction Phase II June 2017</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Crystal City</p>		

**Project Justification**

The contemplated improvements constitute an interim condition until a full intermodal center is constructed as part of redevelopment under the Crystal City Sector Plan. Interim improvements are needed to support the operations of the Crystal City Potomac Yard transitway and future streetcar. Transit agencies from suburban jurisdictions provide longer distance commuter bus service in the Crystal City area. These buses would compete for space in the dedicated transit lanes and for dwell time at the transitway (and future streetcar) station stops. Bus capacity expansion at the Crystal City Metrorail station will allow commuter bus passengers to transfer to the frequent, convenient local circulation provided by the transitway (and future streetcar) service without interfering with transitway operation. Phase 1 improvements are anticipated to cost less than \$200,000, and Phase 2 is anticipated to cost less than \$1 million, to be funded with local and state sources.

**Changes from Prior CIP**

This is a new project in the CIP.

## 9. Crystal City Interim Multimodal Center

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	20	0	280	0	0	0	0	0	0	0	0	300
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	150	0	0	710	0	0	0	0	0	0	0	860
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>170</b>	<b>0</b>	<b>280</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,160</b>

Funding Schedule (in \$1,000s)											Notes on Funding Schedule	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
<b>New Funding</b>												
State/Federal Funding	51	0	84	213	0	0	0	0	0	0	0	348
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	119	0	196	497	0	0	0	0	0	0	0	812
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>170</b>		<b>280</b>	<b>710</b>								<b>1,160</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>170</b>	<b>0</b>	<b>280</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,160</b>

Projected Additional Operating Costs (in \$1,000s)											Notes on Operating Costs	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes on Funding Schedule**

The interim multimodal plan assumes a reimbursement from the state of 30 percent of total new local funding. There is currently no federal funding in this project.

“Other” funding is provided by Arlington’s Transportation Capital Fund in the amount of \$693,000 and the Crystal City/ Potomac Yard/ Pentagon City TIF in the amount of \$119,000.

## 10. Crystal City Potomac Yard Transitway

### Project Description

This project will implement dedicated bus lanes and station stops through Crystal City and Potomac Yard, initially connecting to the Crystal City Metrorail Station and ultimately connecting to the Pentagon City Metrorail station in Arlington and to the Braddock Road Metrorail station in the City of Alexandria. Passenger amenities provided at the station stops include seating, trash and recycling receptacles, transit information, near-level boarding, and public art.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington, Crystal City Sector Plan</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Complete Design</i></td> <td><i>December 2011</i></td> </tr> <tr> <td><i>Begin Construction</i></td> <td><i>June 2013</i></td> </tr> <tr> <td><i>Complete Construction</i></td> <td><i>June 2014</i></td> </tr> </table>	<i>Complete Design</i>	<i>December 2011</i>	<i>Begin Construction</i>	<i>June 2013</i>	<i>Complete Construction</i>	<i>June 2014</i>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<i>Complete Design</i>		<i>December 2011</i>						
<i>Begin Construction</i>	<i>June 2013</i>							
<i>Complete Construction</i>	<i>June 2014</i>							
<p><b>Neighborhood(s):</b> Crystal City, Potomac Yard</p>								

### Project Justification

The US Route 1 Corridor is among the most congested in the Washington region. With the new development in Potomac Yard and the redevelopment of Crystal City in response to the most recent BRAC recommendations, this corridor will experience significant new growth and potential congestion. Projections suggest that by 2015 the corridor will experience an addition of 22,000 new jobs and 11,000 new residents. With little, if any space for new roadway capacity, new transit service is absolutely essential to the future economic vitality of the area. In addition to these local benefits the CCPY Transitway will provide numerous regional benefits. The new transit service will reduce automobile use and vehicle emissions, and also provide an alternative to the heavily utilized Metrorail Blue and Yellow lines, which will help extend that system's useful life. The route will extend into Alexandria's section of Potomac Yard and the span of service will be increased to evening and weekends, resulting in increased operating costs. Arlington's share of this cost will be reflected in the WMATA regional operating subsidy. There are additional operating costs borne by the County for enforcement of the restricted lanes and maintenance of the Transitway infrastructure and facilities. The passenger platforms will be designed and built to accommodate the streetcar infrastructure when that project is built.

### Changes from the Prior CIP

This CIP reflects current schedule; no additional capital funds are required.

## 10. Crystal City Potomac Yard Transitway

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	3,311	0	0	0	0	0	0	0	0	0	0	3,311
Land Acquisition	21,125	0	0	0	0	0	0	0	0	0	0	21,125
Construction	12,855	0	0	0	0	0	0	0	0	0	0	12,855
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>37,291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,291</b>

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>												
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	655	0	0	0	0	0	0	0	0	0	0	655
Other Previously Approved Funds	36,636	0	0	0	0	0	0	0	0	0	0	36,636
<b>Subtotal Previously Approved Funding</b>	<b>37,291</b>											<b>37,291</b>
<b>Total Revenues</b>	<b>37,291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,291</b>

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	753	753	753	753	753	753	753	753	753	753	7,530
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>7,530</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>753</b>	<b>7,530</b>

*Additional operating costs to the County are associated with the enforcement of restricted lanes and maintenance of transitway infrastructure and facilities.*

*In order to implement the capital program, additional maintenance and enforcement support will be required.*

## 11. Crystal City Station Access Improvements

### Project Description

The contemplated access improvement plan for the Crystal City Metrorail Station includes a new entrance at the east end of the station to provide easier access from Crystal Drive and the VRE Station, as well as elevator upgrades to improve ADA access to the station. The program for the new entrance has not yet been determined. An additional entrance is under consideration in the vicinity of Crystal Drive and 18th Street South, which would include an underground passageway to the existing station train room and/or mezzanine. Additional, better located elevators are also being considered. The project is in the concept development and feasibility determination phase.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington, Crystal City Sector Plan</p>	<p><b>Critical Milestones:</b></p> <p><i>Planning</i> <span style="float: right;"><i>June 2014</i></span> <i>(As part of the Crystal City streets projects)</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Crystal City</p>		

### Project Justification

The Crystal City Sector Plan contemplates station access improvements at the Crystal City Metrorail Station. The Crystal City Station is one of the more highly utilized in Arlington County. The existing vertical circulation is reaching capacity during peak periods. The existing elevator access is slow, inconveniently located, and lacks redundancy. In addition, large volumes of passengers transfer between Metrorail and VRE, and yet the transfer route is long, circuitous, and has accessibility barriers. With redevelopment in Crystal City, overall trip-making will increase and transit will need to capture a substantial majority of that increase, which will overburden the existing station entrance. It is anticipated that a new entrance will be located near Crystal Drive to provide better access to redevelopment sites along that street as well as to the existing Crystal City VRE Station.

### Changes from Prior CIP

This is a new project to the CIP.

## 11. Crystal City Station Access Improvements

Capital Cost Schedule (in \$1,000s)												<b>Notes on Cost Estimates</b> <i>The WMATA feasibility study and concept plan currently underway will provide updated cost estimates.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	0	0	0	0	0	0	0	3,000	0	0	3,000	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	3,000	11,500	14,500	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>3,000</b>	<b>11,500</b>	<b>17,500</b>	

Funding Schedule (in \$1,000s)												<b>Notes on Funding Schedule</b> <i>The station access plan assumes a reimbursement from the state of 30 percent of total new local funding, or \$3.75 million. There is currently \$5 million in federal funding in this project.  "Other" funding is provided by the Crystal City/Potomac Yard/Pentagon City TIF in the amount of \$8.75 million.  This project will be completed beyond the FY 2022 timeframe, and some construction costs will be pushed into the next CIP planning cycle.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	900	900	6,950	8,750	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	2,100	2,100	4,550	8,750	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>								<b>3,000</b>	<b>3,000</b>	<b>11,500</b>	<b>17,500</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>3,000</b>	<b>11,500</b>	<b>17,500</b>	

Projected Additional Operating Costs (in \$1,000s)												<b>Notes on Operating Costs</b>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## 12. Fairfax Drive Pedestrian & Sidewalk Improvements

### Project Description

In the first phase of the project improvement concepts will be identified. Once concepts are developed, design will commence, followed by construction. The improvements are anticipated to include reconstructed bus bays, new bus shelters and amenities, passenger information systems and services, bicycle parking, an expanded pedestrian plaza, landscaping, and revised curb utilization.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Initiate Design</i></td> <td><i>April 2012</i></td> </tr> <tr> <td><i>Complete Design</i></td> <td><i>December 2012</i></td> </tr> <tr> <td><i>Initiate Construction</i></td> <td><i>June 2013</i></td> </tr> <tr> <td><i>Complete Construction</i></td> <td><i>December 2014</i></td> </tr> <tr> <td><i>Substantial Use</i></td> <td><i>January 2015</i></td> </tr> </table>	<i>Initiate Design</i>	<i>April 2012</i>	<i>Complete Design</i>	<i>December 2012</i>	<i>Initiate Construction</i>	<i>June 2013</i>	<i>Complete Construction</i>	<i>December 2014</i>	<i>Substantial Use</i>	<i>January 2015</i>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<i>Initiate Design</i>	<i>April 2012</i>											
<i>Complete Design</i>	<i>December 2012</i>											
<i>Initiate Construction</i>	<i>June 2013</i>											
<i>Complete Construction</i>	<i>December 2014</i>											
<i>Substantial Use</i>	<i>January 2015</i>											
<p><b>Neighborhood(s):</b> Ballston-Virginia Square</p>												

### Project Justification

County staff has identified needed improvements to the Ballston Metrorail station area. Modifications are needed to the public plaza and bus passenger waiting areas to improve pedestrian circulation and relieve crowded conditions. Additional bicycle parking capacity is required to support increase bicycle mode of access share. Transit service information requires improvement to encourage broader transit use and improve wayfinding on the plaza. In addition, bus traffic exceeds the capacity of the current arrangement of bus bays, given multiple transit operators (Metrobus and ART) as well as private shuttles, kiss-and-ride, and taxi stand functions. Expansion of bus service to Ballston Station is anticipated as Metrorail service is extended to Tysons Corner and Dulles Airport. The existing public plaza and its features (pavers, bus shelters, landscaping areas, etc.) are becoming dated and reaching the end of their useful life; they will require refurbishment or replacement.

### Changes from Prior CIP

This reflects the current schedule and estimated cost of the project.

## 12. Fairfax Drive Pedestrian & Sidewalk Improvements

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	753	0	0	0	0	0	0	0	0	0	0	753
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	110	2,150	2,150	0	0	0	0	0	0	0	0	4,410
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>863</b>	<b>2,150</b>	<b>2,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,163</b>

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	100	410	0	0	0	0	0	0	0	0	510
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>		<b>100</b>	<b>410</b>									<b>510</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	100	0	0	0	0	0	0	0	0	0	0	100
Other Previously Approved Funds	763	2,150	1,640	0	0	0	0	0	0	0	0	4,553
<b>Subtotal Previously Approved Funding</b>	<b>863</b>	<b>2,150</b>	<b>1,640</b>									<b>4,653</b>
<b>Total Revenues</b>	<b>863</b>	<b>2,250</b>	<b>2,050</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,163</b>

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**13. Pentagon City Pedestrian Tunnel Renovation**

**Project Description**

The subject entryway consists of stairs at the northeast corner of the intersection of S. Hayes Street and 12th Street South going down to a pedestrian tunnel constructed under S. Hayes Street and connecting through glass doors to the mezzanine level of the Pentagon City Metro Station. Repairs will address a deteriorated lighting and electrical system, an ineffective drainage system, leaking concrete expansion joints, deteriorated doors and gates, and damaged floor tiles, handrails, and ceiling panels. Improved signage, security cameras, a public address system, and an emergency call box in the tunnel will also be installed.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b> <i>Revise easement and design – 2<sup>nd</sup> Quarter FY 2013</i> <i>Bid Solicitation – 3<sup>rd</sup> Quarter FY 2013</i> <i>Construction start – 4<sup>th</sup> Quarter FY 2013</i> <i>Construction complete – 2<sup>nd</sup> Quarter FY 2014</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Pentagon City</p>		

**Project Justification**

Built in 1984 and owned by the County, the tunnel was to have provided safe access directly from this block to the Metrorail station, but, for a number of reasons, was never opened to the public. The opening of the entryway will provide an additional access/egress point to this busy Metrorail station, one of the County’s highest ridership stations, and to the adjacent retail center, Fashion Centre. Project costs are estimated to total \$1,292,000. Previously approved funding totals \$1,292,000 in local bonds, Transportation Capital Funds, and state reimbursement grants, so no new funding is requested. Once the repairs are completed, the County will have an agreement with the adjacent property owner to open and close the tunnel weekdays and clean the tunnel on a regular basis. Associated operating costs are expected to be included in the Metrorail regionally allocated operating subsidy. The County will be responsible for future repairs. The associated cleaning and maintenance costs will be covered by the County transit operating budget.

**Changes from Prior CIP**

This reflects the current project schedule; no additional funds are required.

### 13. Pentagon City Pedestrian Tunnel Renovation

Capital Cost Schedule (in \$1,000s)												<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	652	0	0	0	0	0	0	0	0	0	0	652
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	640	0	0	0	0	0	0	0	0	0	0	640
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>1,292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,292</b>

Funding Schedule (in \$1,000s)												<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	480	0	0	0	0	0	0	0	0	0	0	480
Other Previously Approved Funds	812	0	0	0	0	0	0	0	0	0	0	812
<b>Subtotal Previously Approved Funding</b>	<b>1,292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,292</b>
<b>Total Revenues</b>	<b>1,292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,292</b>

Projected Additional Operating Costs (in \$1,000s)												<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**14. Pentagon City Station Second Elevator**

**Project Description**

This project will result in a second elevator entrance to the Pentagon City Metrorail station from the street level to the mezzanine level of the station. The elevator will be located on the west side of S. Hayes St. near the existing west side escalator.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b></p> <p><i>Complete Preliminary Engineering</i>      <i>Fiscal Year 2013</i>  <i>Award Design Build Contract</i>      <i>Fiscal Year 2013</i></p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> Pentagon City</p>		

**Project Justification**

The Pentagon City Metrorail station is among the most heavily used in Arlington County and the area is expected to experience significant growth in the next few years. Currently, there is one street-level elevator entrance located on the east side of S. Hayes St. A second elevator entrance on the west side of the street is necessary to improve general access and to ensure ADA accessibility. In addition a second street level elevator will provide back-up ADA access when the other street level elevator is out of service for repairs or maintenance. For this project, the County has secured \$2.8 million in federal and state funds through the Regional Surface Transportation Program (RSTP) and Congestion Mitigation & Air Quality Improvement (CMAQ) grants. To match those federal and state funds, the County needs to provide \$200,000 in local dollars. The County also has a executed \$2 million Federal grant under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation passed in 2005. The Commonwealth of Virginia is providing the 20 percent match for the \$2 million federal grant. All new operating and maintenance costs that result from the opening and use of the second elevator will be covered by the Metrorail regionally allocated operating subsidy.

**Changes from Prior CIP**

This CIP reflects the current schedule; no additional funds are required.

## 14. Pentagon City Station Second Elevator

Capital Cost Schedule (in \$1,000s)												<b>Notes on Cost Estimates</b> <i>Project cost will be covered by existing funds.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
A & E	640	0	0	0	0	0	0	0	0	0	0	640
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	2,200	2,245	0	0	0	0	0	0	0	0	0	4,445
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>2,840</b>	<b>2,245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,085</b>

Funding Schedule (in \$1,000s)												<b>Notes on Funding Schedule</b> <i>"Other Previously Approved Funds" include \$3.908 million in federal money and \$977,000 in state matching funds.</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>												
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	200	0	0	0	0	0	0	0	0	0	0	200
Other Previously Approved Funds	2,640	2,245	0	0	0	0	0	0	0	0	0	4,885
<b>Subtotal Previously Approved Funding</b>	<b>2,840</b>	<b>2,245</b>										<b>5,085</b>
<b>Total Revenues</b>	<b>2,840</b>	<b>2,245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,085</b>

Projected Additional Operating Costs (in \$1,000s)												<b>Notes on Operating Costs</b>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total	
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## 15. Rosslyn Station Access Improvements

### Project Description

This project includes the design and construction of three new high-capacity elevators, a mezzanine with fare gates and kiosk, emergency stairs, and related infrastructure for the Rosslyn Metrorail station. Arlington County is leading this project and coordinating these improvements with WMATA and the adjacent redevelopment per the approved site plan for Central Place located across from the entrance to the Metro station.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington, Rosslyn Transit Station Area Study</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Complete concrete work</i></td> <td><i>July 2012</i></td> </tr> <tr> <td><i>Complete fit out</i></td> <td><i>June 2013</i></td> </tr> <tr> <td><i>Complete testing and inspections</i></td> <td><i>July 2013</i></td> </tr> <tr> <td><i>Substantial completion approval</i></td> <td><i>August 2013</i></td> </tr> <tr> <td><i>Open for public use</i></td> <td><i>August 2013</i></td> </tr> </table>	<i>Complete concrete work</i>	<i>July 2012</i>	<i>Complete fit out</i>	<i>June 2013</i>	<i>Complete testing and inspections</i>	<i>July 2013</i>	<i>Substantial completion approval</i>	<i>August 2013</i>	<i>Open for public use</i>	<i>August 2013</i>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<i>Complete concrete work</i>	<i>July 2012</i>											
<i>Complete fit out</i>	<i>June 2013</i>											
<i>Complete testing and inspections</i>	<i>July 2013</i>											
<i>Substantial completion approval</i>	<i>August 2013</i>											
<i>Open for public use</i>	<i>August 2013</i>											
<p><b>Neighborhood(s):</b> Rosslyn, North Rosslyn</p>												

### Project Justification

The County Board approved the Central Place site plan with the condition that a second entrance to Rosslyn Metro station be constructed and opened by the date that the office building of Central Place opened. At that time, the County Manager was instructed to proceed with the design and construction in coordination with WMATA and the private developer, JBG, so the County could construct the Rosslyn station access improvements during JBG’s construction of Central Place, thereby significantly reducing the construction costs to the County and disruption to passengers, pedestrians, and motorists while increasing the station capacity for the additional riders anticipated from occupancy of the newly constructed or planned construction of office buildings, residential towers, and retail/commercial outlets in North Rosslyn. Due to the prevailing market conditions, JBG delayed the Central Place Project and, though originally planned for concurrent construction with the new Metro entrance, the County proceeded with its construction of the new entrance ahead of and independent of Central Place in order to take advantage of a favorable construction market at the time.

The project costs are estimated to total \$50 million and are being covered by federal, state, local, and private funds. Funding sources for the design phase completed in FY 2010 consisted of \$3.8M at WMATA (Transit Infrastructure Investment Funds) and other local funds. State funding totals \$12.8 million in state match and reimbursement grants. Federal funds total \$5.45 million available including \$1 million in a FY 2011 federal earmark. Approved County Transportation Capital Funds total \$13,235,000. Developer contributions of \$5 million are from two developers, but these funds will not be available until completion of construction. (As part of approved Central Place site plan, the developer committed to paying the County \$3.5 million, however, this private contribution will not be paid until after completion of the developer’s Phase II building. As part of approved 1812 North Moore Street site plan amendment, another adjacent redevelopment, the developer committed to paying the County \$1.5 million, however, payment is tied to certificate of occupancy of that redevelopment.) The remainder of the funds will come from the County’s Transportation Capital Funds. All new operating and maintenance costs that result from the opening and use of the new entrance will be covered by the Metrorail regionally allocated operating subsidy.

### Project Justification

This CIP reflects current construction schedule; no additional capital funds are required.

## 15. Rosslyn Station Access Improvements

Capital Cost Schedule (in \$1,000s)												<b>Notes on Cost Estimates</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
A & E	4,670	0	0	0	0	0	0	0	0	0	0	4,670	<i>Total cost of project to be paid for by existing funding.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	43,753	1,500	0	0	0	0	0	0	0	0	0	45,253	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>48,423</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,923</b>	
<b>Funding Schedule (in \$1,000s)</b>												<b>Notes on Funding Schedule</b>  <i>“Other Previously Approved Funds” include \$18.8 million from Arlington’s Transportation Capital Fund, \$12.8 million from the state, \$10.6 million in federal money, \$5.0 million from a developer contribution, and \$2.7 million from WMATA’s Transit Infrastructure Investment Fund.</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
<b>New Funding</b>													
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0		0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		0
Other Funding	0	0	0	0	0	0	0	0	0	0	0		0
PAYG	0	0	0	0	0	0	0	0	0	0	0		0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0		0
<b>Subtotal New Funding</b>													
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	48,423	1,500	0	0	0	0	0	0	0	0	0	49,923	
<b>Subtotal Previously Approved Funding</b>	<b>48,423</b>	<b>1,500</b>										<b>49,923</b>	
<b>Total Revenues</b>	<b>48,423</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,923</b>	
<b>Projected Additional Operating Costs (in \$1,000s)</b>												<b>Notes on Operating Costs</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0		0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0		0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0		0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0		0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0		0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0		0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	





## 16. Route 1 Corridor Streetcar (Crystal City Streetcar)

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	2,000	5,990	4,500	0	0	0	0	0	0	0	12,490	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	14,580	37,265	37,265	30,975	13,230	0	0	0	133,315	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>2,000</b>	<b>5,990</b>	<b>19,080</b>	<b>37,265</b>	<b>37,265</b>	<b>30,975</b>	<b>13,230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145,805</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	1,350	1,620	6,510	14,010	9,300	0	0	0	32,790	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	2,000	5,990	17,730	42,000	9,400	9,535	1,954	0	0	0	90,785	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	10,000	5,000	5,000	0	0	0	0	20,000	
<b>Subtotal New Funding</b>	<b>2,000</b>	<b>5,990</b>	<b>19,080</b>	<b>53,620</b>	<b>20,910</b>	<b>28,745</b>	<b>13,230</b>				<b>143,575</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	2,230	0	0	0	0	0	0	0	0	0	2,230	
<b>Subtotal Previously Approved Funding</b>	<b>2,230</b>										<b>2,230</b>	
<b>Total Revenues</b>	<b>4,230</b>	<b>5,990</b>	<b>19,080</b>	<b>53,620</b>	<b>20,910</b>	<b>28,745</b>	<b>13,230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145,805</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	2,000	4,000	4,000	4,000	14,000	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>14,000</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>14,000</b>	

**17. Transit Intelligent Transportation System and Security Program**

**Project Description**

The Transit Intelligent Transportation System (ITS) and Security Program is dedicated to the use of technology to improve transit operations and information and solve on-street bus safety issues. Arlington’s on-going initiatives focus on providing accurate and timely information to both operations staff and transit customers. This program will build upon and expand technologies in place. Some of the technologies implemented include a backup dispatch center at the County offices that allows staff to support and monitor operations, a queue jump at N. Glebe Road and N. Henderson Street to allow buses to travel straight from the right turn lane, and real time bus location for dispatchers to monitor system level performance are in place. Also, ART bus arrival information is offered to commuters through a web-based system map, a web-based stop ID and route stop list program and over 70 BusFinders at high volume bus stops. Future projects include LCD arrival information by way of 228RIDE, text for arrival time of next bus, upgrade of displays at Rosslyn and Shirlington bus transfer stations, a real time bus location Applications Programming Interface for developers to use in the development of applications, and a security system for ART office and maintenance facilities.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transit Advisory Committee, Transportation Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

**Project Justification**

Transit vehicles operate along congested primary and secondary roadways. The transit ITS and security program will improve reliability and performance allowing vehicles to move through congested intersections with signal priority or preemption. The communications network will also allow for video communications between the vehicle and the control center which will allow for enhanced safety and security for transit customers and employees. This program will include development and implementation of a security plan that will include camera surveillance needed on the buses and also at major transit stops and transit maintenance facilities. The transit security program will provide for increased safety and security from threats to both the system and its users.

**Changes from Prior CIP**

This CIP adds local funds to continue the program in the FY 2011 – FY 2016 CIP.

## 17. Transit ITS and Security Program

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	250	50	50	50	0	0	0	0	0	0	400	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	395	580	580	580	130	130	130	130	130	130	2,915	
<b>Total Project Cost</b>	<b>645</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>3,315</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	30	530	530	530	30	30	30	30	30	30	1,800	<i>The ITS and security plan assumes a reimbursement from the state of 30 percent of total new local funding, or \$300,000. There is \$1.5 million in federal funding included between fiscal years 2015 and 2017.</i>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	100	100	100	100	100	100	100	100	100	100	1,000	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>130</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>2,800</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	<i>“Other” funding is provided by Arlington’s Transportation Capital Fund.</i>
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	515	0	0	0	0	0	0	0	0	0	515	
<b>Subtotal Previously Approved Funding</b>	<b>515</b>										<b>515</b>	<i>“Other Previously Approved Funds” includes \$235,000 in federal funding, \$130,000 in state funding, and \$150,000 from Arlington’s Transportation Capital Fund.</i>
<b>Total Revenues</b>	<b>645</b>	<b>630</b>	<b>630</b>	<b>630</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>3,315</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

TRANSPORTATION – COMPLETE STREETS: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
1. Army Navy Drive Street Complete Street	510	0	2,150	1,275	1,412	0	0	0	0	0	5,347
2. BIKEArlington	3,772	820	987	844	1,017	873	1,048	904	1,080	937	12,282
3. Boundary Channel Drive Interchange	1,000	1,000	6,335	0	0	0	0	0	0	0	8,335
4. Capital Bikeshare	1,443	406	412	419	425	432	439	446	453	461	5,336
5. Columbia Pike Streets	9,921	7,915	7,915	27,702	27,561	0	0	0	0	0	81,014
6. Crystal City Streets	17,180	10,000	7,585	10,240	4,170	6,560	2,770	0	100	50	58,655
7. Destination, Parking, Signage & Regulatory Signage	630	162	89	91	93	835	97	99	101	103	2,300
8. EFC Streets	0	0	530	0	0	0	0	0	0	0	530
9. Fiber Project (Transportation)	3,225	9,655	1,200	1,000	1,000	600	0	0	0	0	16,680
10. Improvements In Major Travel Corridors Outside Principal Business Districts	3,949	3,819	4,614	4,638	3,127	3,152	3,196	3,222	3,268	3,296	36,281
11. Parking Meters	510	942	985	481	0	0	0	0	0	0	2,918
12. Parking Technology	0	650	725	600	575	0	0	0	0	0	2,550
13. Potomac Yard/Four Mile Run Trail Connection	160	120	506	0	0	0	0	0	0	0	786
14. Rosslyn-Ballston Arterial Street Improvements	1,300	1,800	1,432	1,432	1,432	1,432	2,228	2,000	2,000	2,000	17,056
15. Streetlight Energy Efficiency	500	515	530	546	563	583	597	615	633	652	5,734

16. Transportation Systems and Traffic Signals	1,860	1,100	972	837	850	864	878	892	907	922	10,082
17. WALKArlington	2,724	907	1,071	924	1,095	947	1,118	971	1,144	996	11,897
<b>Total Recommendation</b>	<b>48,684</b>	<b>39,811</b>	<b>38,038</b>	<b>51,029</b>	<b>43,320</b>	<b>16,278</b>	<b>12,371</b>	<b>9,149</b>	<b>9,686</b>	<b>9,417</b>	<b>277,783</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	3,690	3,100	3,800	4,100	4,175	3,000	2,700	2,400	2,700	2,400	32,065
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	18,785	25,460	27,417	28,050	26,880	9,435	5,905	3,235	3,185	3,135	151,487
PAYG	2,111	3,308	3,406	2,898	2,489	2,568	2,641	2,720	2,800	2,884	27,825
New Bond Referenda	10,158	508	7,766	795	1,483	843	897	894	951	948	25,243
<b>Subtotal New Funding</b>	<b>34,744</b>	<b>32,376</b>	<b>42,389</b>	<b>35,843</b>	<b>35,027</b>	<b>15,846</b>	<b>12,143</b>	<b>9,249</b>	<b>9,636</b>	<b>9,367</b>	<b>236,620</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	700	225	0	0	0	0	0	0	0	0	925
Issued but Unspent Bonds	476	0	0	0	0	0	0	0	0	0	476
Other Previously Approved Funds	30,591	4,615	3,004	1,552	0	0	0	0	0	0	39,762
<b>Subtotal Previously Approved Funding</b>	<b>31,767</b>	<b>4,840</b>	<b>3,004</b>	<b>1,552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,163</b>
<b>Total Funding Sources</b>	<b>66,511</b>	<b>37,216</b>	<b>45,393</b>	<b>37,395</b>	<b>35,027</b>	<b>15,846</b>	<b>12,143</b>	<b>9,249</b>	<b>9,636</b>	<b>9,367</b>	<b>277,783</b>

### 1. Army Navy Drive Complete Street

#### Project Description

This project will consist of a "road diet" on the existing travel lanes on Army Navy Drive, including narrowing the existing lanes and removal of the median. This will provide room for a 0.7 mile, two-way dedicated bicycling facility (cycle track) on the south side of the right-of-way, alongside the existing sidewalk. ADA compliant curb ramps, a driveway apron and traffic signalization modifications will be included in this project.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b> Planning FY 2013 Design FY 2013 – FY 2016 Construction FY 2016</p>	<p><b>Advisory Commission:</b> Transportation Commission Bicycle Advisory Committee Pedestrian Advisory Committee</p>
<p><b>Neighborhood(s):</b> Pentagon City, Aurora Highlands, Arlington Ridge</p>		

#### Project Justification

Army Navy Drive is the key arterial street between the Pentagon, I-395, and the Pentagon City / Crystal City transit oriented activity center. It is currently designed primarily to funnel automobiles on and off I-395, and is extremely inhospitable to pedestrians, bicyclists, and transit users coming or going from the Pentagon. Conversion of Army Navy Drive to a complete multimodal street will improve the local connection between the Pentagon and the commercial, residential, and retail services of the Pentagon City and Crystal City areas, as well as to the many Department of Defense subcontractors with offices in those locations. This project will greatly improve Army Navy Drive's multimodal level of service. Higher quality biking facilities, such as cycle tracks, will improve the effectiveness of the County's investments in the regional bikeshare system.

#### Changes from Prior CIP

This is a new project to the CIP.

# 1. Army Navy Drive Complete Street

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	510	0	0	0	0	0	0	0	0	0	510	
Land Acquisition	0	0	10	0	0	0	0	0	0	0	10	
Construction	0	0	2,140	1,275	1,412	0	0	0	0	0	4,827	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>510</b>	<b>0</b>	<b>2,150</b>	<b>1,275</b>	<b>1,412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,347</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													
State/Federal Funding	0	0	0	1,000	775	0	0	0	0	0	1,775		
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		
Other Funding	300	850	1,100	275	0	0	0	0	0	0	2,525		
PAYG	0	0	0	0	0	0	0	0	0	0	0		
New Bond Referenda	0	0	0	0	637	0	0	0	0	0	637		
<b>Subtotal New Funding</b>	<b>300</b>	<b>850</b>	<b>1,100</b>	<b>1,275</b>	<b>1,412</b>						<b>4,937</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	210	100	100	0	0	0	0	0	0	0	410		
<b>Subtotal Previously Approved Funding</b>	<b>210</b>	<b>100</b>	<b>100</b>								<b>410</b>		
<b>Total Revenues</b>	<b>510</b>	<b>950</b>	<b>1,200</b>	<b>1,275</b>	<b>1,412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,347</b>		

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



**2. BIKEArlington**

**Project Description**

The BikeArlington program makes physical enhancements to Arlington's bicycle infrastructure, including trails and streets. The program's goal is to ultimately increase the number of riders and their riding frequency to make bicycle usage a more significant travel mode. The intent of the program is to provide safe and convenient bike parking, to complete the bicycle network, make the network safer to use, and to provide intuitive and easy to understand wayfinding and traffic control. The program funds five types of projects: new construction of multi-use trails; trail renovations and safety improvements; expansion of bike lanes and other on-street facilities; installation of bike parking; and directional wayfinding. Projects range in scale from small intersection adjustments and spot fixes to 1/2 mile segments of new trails. The program coordinates with the Neighborhood Conservation (NC) Program, Department of Parks and Recreation, and Transportation Engineering & Operations (TE&O) to achieve multiple long term infrastructure and operational goals that span multiple departments and constituencies.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission Bicycle Advisory Committee</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

**Project Justification**

Arlington County adopted goals with the Master Transportation Plan that call for:

- Providing high-quality transportation services for all
- Moving more people without creating more automobile traffic
- Promoting safety
- Serving mobility and accessibility for all persons
- Enhancing environmental sustainability

In order to achieve these goals, the County's bicycle network will have to be substantially improved through capital projects to complete missing sections, address safety concerns and improve its usability. Incomplete segments, confusing or missing wayfinding information, or perceived danger from vehicular traffic discourages some residents and workers from using bicycles as regular transportation. As the County implements programs to increase its bicycle travel share, it can address traffic congestion, energy and environmental sustainability concerns, and improve public health. BikeArlington projects have been able to link together and expand upon the improvements made by private development to create a more cohesive and functional bikeway system.

## 2. BIKEArlington

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Assumption: 20% of total cost projected for A&amp;E, 80% for construction.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	754	164	197	169	203	175	210	181	216	187	2,456	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	3,018	656	790	675	814	698	838	723	864	750	9,826	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>3,772</b>	<b>820</b>	<b>987</b>	<b>844</b>	<b>1,017</b>	<b>873</b>	<b>1,048</b>	<b>904</b>	<b>1,080</b>	<b>937</b>	<b>12,282</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>This ongoing program is funded by PAYG (decals), the Transportation Capital Fund, federal funding in the odd years, state funding in the even years, and GO bonds. Decal fee monies will be used to improve technology enhancements and regulatory/ destination signage.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	500	350	500	350	500	350	500	350	500	350	4,250	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	10	10	10	10	10	10	10	10	10	10	100	
PAYG	200	206	212	219	225	232	239	246	253	261	2,293	
New Bond Referenda	254	254	265	265	282	281	299	298	317	316	2,831	
<b>Subtotal New Funding</b>	<b>964</b>	<b>820</b>	<b>987</b>	<b>844</b>	<b>1,017</b>	<b>873</b>	<b>1,048</b>	<b>904</b>	<b>1,080</b>	<b>937</b>	<b>9,474</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	350	0	0	0	0	0	0	0	0	0	350	
Issued but Unspent Bonds	326	0	0	0	0	0	0	0	0	0	326	
Other Previously Approved Funds	2,132	0	0	0	0	0	0	0	0	0	2,132	
<b>Subtotal Previously Approved Funding</b>	<b>2,808</b>										<b>2,808</b>	
<b>Total Revenues</b>	<b>3,772</b>	<b>820</b>	<b>987</b>	<b>844</b>	<b>1,017</b>	<b>873</b>	<b>1,048</b>	<b>904</b>	<b>1,080</b>	<b>937</b>	<b>12,282</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

### 3. Boundary Channel Drive Interchange

#### Project Description

The existing Boundary Channel Drive interchange is inadequate for current demands and for planned growth in Crystal City. The addition of Long Bridge Park and the Aquatics Center accelerate the need for improvements at this location. Long Bridge Park Drive up to and through the interchange with I-395 and Boundary Channel Drive will be reconstructed to provide a safe and attractive environment for all modes of transportation, including bicyclists, pedestrians, buses, and vehicles. Project elements include new curb and gutter, sidewalks, bicycle facilities, streets trees and street lighting. Critical bike and pedestrian connections will be made from Crystal City to the Mount Vernon Trail. Two roundabouts will be constructed, which will serve as a gateway to the new aquatic center and Long Bridge Park. The redesigned interchange will improve safety and will be effective in managing emergency operations that occur frequently in that vicinity.

<p><b>Associated Master Plan:</b> Natural Resources Management Plan (NRMP) Master Transportation Plan</p>	<p><b>Critical Milestones:</b> Master Plan Design FY 2005 Design FY 2013 Notice to Proceed FY 2015 Construction Completion FY 2017</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> Crystal City</p>		

#### Project Justification

The existing roadway condition is not adequate to serve the anticipated traffic ingress and egress to Long Bridge Park, in particular, the aquatics center. This project will provide improved access to the park for bikes, pedestrians, buses and vehicles.

#### Changes from Prior CIP

Project renamed from Old Jefferson Davis Highway Interchange to Boundary Channel Drive Interchange.

### 3. Boundary Channel Drive Interchange

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	1,000	1,000	0	0	0	0	0	0	0	0	2,000	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	6,335	0	0	0	0	0	0	0	6,335	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,000</b>	<b>1,000</b>	<b>6,335</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,335</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	2,500	0	5,835	0	0	0	0	0	0	0	8,335	
<b>Subtotal New Funding</b>	<b>2,500</b>		<b>5,835</b>								<b>8,335</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>2,500</b>	<b>0</b>	<b>5,835</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,335</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## 4. Capital Bikeshare

### Project Description

Capital Bikeshare was launched in September 2010. It was an immediate hit in Crystal City/Pentagon City and the District, where the first 114 stations were located. 1 Million trips were taken in the first year. Capital Bikeshare provides an on-street fleet of bicycles at a network of unattended bike stations, where individuals use a member key or credit card to check-out a bicycle at their origin station and return it to their destination station. Annual, monthly, and daily subscriptions are offered and each trip will be free for the first 30 minutes with additional 30-minute increments charged on an increasing scale. The fleet of bicycles is maintained throughout the day to ensure safety as well as distributed to ensure availability at all stations. The Arlington network of stations is connected to stations in D.C. and, in the future, stations in jurisdictions throughout the region. D.C. is riding Arlington’s bike-sharing service contract and the project is managed jointly by DDOT and Arlington DES.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission Bicycle Advisory Committee Planning Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

### Project Justification

In an effort to improve the mobility of people who live, work and visit Arlington in a clean, green, 21st century manner, DES introduced bikesharing into the County. Bikesharing has rapidly expanded throughout the globe as a new mobility option to make point-to-point transportation quicker and less costly, without relying on fossil fuels. Arlington’s bikesharing service (Capital Bikeshare) is one of the first and largest in North America and serves as a world-class model for other jurisdictions worldwide to emulate. Capital Bikeshare or CaBi in Arlington is well-used. With one of the best networks of bicycle facilities on the East Coast, we estimate five trips per bike per day are taken on the bike fleet, which equates to about 515 trips per day or 188,000 trips per year. Greater daily usage of the bike fleet will occur as the station network and fleet size grow. Bikesharing stations unobtrusively fit into dense urban corridors and neighborhoods and provide connections to the network of stations, many of which are co-located at existing Metrorail, Metrobus, and ART stations and stops, for improved first-mile/last-mile connectivity from home to transit and vice versa. By making bicycling easy and convenient through this service, more people will choose to bikeshare and take transit than drive. With more people bicycling, a greater sense of safety in numbers will be present, creating increased private bicycle use as well. Arlington’s bikesharing service began with 110 bikes and 14 stations in Crystal City and Pentagon City. The capital and first year operation costs were funded through a State grant, one-time DES and Commuter Services infusion, and a partnership with the Crystal City BID. FY 2012 expansion in the Rosslyn-Ballston Corridor has been paid for with one-time CMAQ allocations. While additional partnerships and new station sponsorships will be attempted to generate a revenue-neutral service, a stable funding source is required to ensure the service is financially sustainable and for expansion of the service beyond phase one of the Rosslyn-Ballston Corridor. CIP funding could allow the service to be provided along Columbia Pike corridors, Shirlington, and neighborhoods and trail corridors in between. It will also allow for phase two expansions in the Crystal City/Pentagon City and Rosslyn-Ballston Corridors and beginning deployment in neighborhoods within short bike rides of the transit corridors.

#### 4. Capital Bikeshare

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	289	40	40	40	40	40	40	40	40	40	649	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	1,154	366	372	379	385	392	399	406	413	421	4,687	
<b>Total Project Cost</b>	<b>1,443</b>	<b>406</b>	<b>412</b>	<b>419</b>	<b>425</b>	<b>432</b>	<b>439</b>	<b>446</b>	<b>453</b>	<b>461</b>	<b>5,336</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>  <i>PAYG funding reflects the use of decal fee to pay for a portion of this ongoing project.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	200	200	200	200	200	200	200	200	200	1,800	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	200	206	212	219	225	232	239	246	253	261	2,293	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>200</b>	<b>406</b>	<b>412</b>	<b>419</b>	<b>425</b>	<b>432</b>	<b>439</b>	<b>446</b>	<b>453</b>	<b>461</b>	<b>4,093</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,243	0	0	0	0	0	0	0	0	0	1,243	
<b>Subtotal Previously Approved Funding</b>	<b>1,243</b>										<b>1,243</b>	
<b>Total Revenues</b>	<b>1,443</b>	<b>406</b>	<b>412</b>	<b>419</b>	<b>425</b>	<b>432</b>	<b>439</b>	<b>446</b>	<b>453</b>	<b>461</b>	<b>5,336</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**5. Columbia Pike Streets**

**Project Description**

These improvements are necessary to accommodate current and future transit operations and to support existing and proposed land uses and development along Columbia Pike. The design and construction of a "complete street" including center/median left-turn lanes and improved pedestrian facilities and amenities will improve the efficiency and safety of all travel modes. Opportunities to incorporate public art will be explored. Parallel bike routes on 9th St. S. and 12th St. S. ("Bike Boulevards") are being installed as part of this initiative.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b> Design Complete Fall 2013 Construction Start Spring 2014 Construction Complete Summer 2017 Closeout Fall 2017</p>	<p><b>Advisory Commission:</b> Transportation Commission Pedestrian Advisory Committee Bicycle Advisory Committee</p>
<p><b>Neighborhood(s):</b> Columbia Heights West, Columbia Forest, Alcovia Heights, Douglas Park, Arlington Heights, Penrose, Arlington View, Columbia Heights, Barcroft</p>		

**Project Justification**

This corridor is a focus of commercial and retail activity, and serves as South Arlington's Main Street, providing a direct connection to the Pentagon and Pentagon City. These street improvements directly benefit existing and proposed development and will benefit travel by all modes between Pentagon City and Jefferson Street. Columbia Pike currently carries between 20,000 and 30,000 vehicles and 13,000 transit passengers per day. This reconstruction will improve traffic and transit operations and will support increasing the transit capacity.

## 5. Columbia Pike Streets

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
A & E	9,921	7,915	7,915	0	0	0	0	0	0	0	25,751
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	27,702	27,561	0	0	0	0	0	55,263
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>9,921</b>	<b>7,915</b>	<b>7,915</b>	<b>27,702</b>	<b>27,561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81,014</b>

Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	7,000	12,000	15,500	14,500	20,000	0	0	0	0	0	69,000
PAYG	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>7,000</b>	<b>12,000</b>	<b>15,500</b>	<b>14,500</b>	<b>20,000</b>						<b>69,000</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	9,921	2,093	0	0	0	0	0	0	0	0	12,014
<b>Subtotal Previously Approved Funding</b>	<b>9,921</b>	<b>2,093</b>									<b>12,014</b>
<b>Total Revenues</b>	<b>16,921</b>	<b>14,093</b>	<b>15,500</b>	<b>14,500</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81,014</b>

Projected Additional Operating Costs (in \$1,000s)											<i>Notes on Operating Costs</i>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	200	200	250	2,505	300	300	350	4,105
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>200</b>	<b>250</b>	<b>2,505</b>	<b>300</b>	<b>300</b>	<b>350</b>	<b>4,105</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>200</b>	<b>250</b>	<b>2,505</b>	<b>300</b>	<b>300</b>	<b>350</b>	<b>4,105</b>



## 6. Crystal City Streets

### Project Description

The Crystal City Street Network Program is in support of the Crystal City Sector Plan and Crystal City Multi-Modal Study to construct street improvements that will support the transformation of Crystal City from a primary office environment to a balanced multi-modal transportation balanced office-residential built environment that has 24-hour use. The street network projects will begin to create a grid network for Crystal City and will prepare the road network for a bus transitway in the near-term and a streetcar network in the long-term.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington Crystal City Sector Plan Crystal City Multimodal Study</p>	<p><b>Advisory Commission:</b> Transportation Commission Planning Commission</p>
<p><b>Neighborhood(s):</b> Crystal City</p>	

### Project Justification

This program will transform streets from auto-centric to multi-modal complete streets with bicycle lanes, improved pedestrian facilities, accommodations for transitway improvements, on-street parking, improved street lights, traffic signals and ADA compliant facilities. The planned roadway realignments will accommodate for both redevelopment sites but also will create new park areas throughout Crystal City and changing the urban environment for Crystal City. The program will achieve many of the goals outlined by the Crystal City Sector Plan, Crystal City Multi-Modal Study and the Transportation Master Plan.

The transportation benefits include immediate improvements to existing conditions, laying the groundwork to accommodate streetcar. The improved street network will effectively accommodate the projected growth at the Crystal City Metro station area as the plan is built out. Projects include revised and new roadway alignments, improved intersection geometry, two-way traffic patterns, updated traffic signals, bike lanes, new signage and striping, utility undergrounding, accessible clear zone sidewalks and crosswalks, new street lights, street trees, and modern transit shelter facilities. Project locations include Crystal Drive, Clark Bell Street, 12<sup>th</sup> Street, 18<sup>th</sup> Street, 23<sup>rd</sup> Street, and 27<sup>th</sup> Street.

## 6. Crystal City Streets

Capital Cost Schedule (in \$1,000s)											<b>Notes on Cost Estimates</b>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
A & E	3,436	2,000	1,517	2,048	834	1,312	554	0	0	0	11,701
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0
Construction	13,744	8,000	6,068	8,192	3,336	5,248	2,216	0	100	50	46,954
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>17,180</b>	<b>10,000</b>	<b>7,585</b>	<b>10,240</b>	<b>4,170</b>	<b>6,560</b>	<b>2,770</b>	<b>0</b>	<b>100</b>	<b>50</b>	<b>58,655</b>

Funding Schedule (in \$1,000s)											<b>Notes on Funding Schedule</b>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	8,500	10,000	7,585	10,240	4,170	6,560	2,770	100	50	0	44,975
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	5,000
<b>Subtotal New Funding</b>	<b>8,500</b>	<b>10,000</b>	<b>7,585</b>	<b>10,240</b>	<b>4,170</b>	<b>6,560</b>	<b>2,770</b>	<b>100</b>	<b>50</b>		<b>49,975</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	8,680	0	0	0	0	0	0	0	0	0	8,680
<b>Subtotal Previously Approved Funding</b>	<b>8,680</b>										<b>8,680</b>
<b>Total Revenues</b>	<b>17,180</b>	<b>10,000</b>	<b>7,585</b>	<b>10,240</b>	<b>4,170</b>	<b>6,560</b>	<b>2,770</b>	<b>100</b>	<b>50</b>	<b>0</b>	<b>58,655</b>

Projected Additional Operating Costs (in \$1,000s)											<b>Notes on Operating Costs</b>
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*“Other Funding” includes \$21.3 million provided by the Crystal City/Potomac Yard/ Pentagon City TIF, and \$28.6 million provided by Arlington’s Transportation Capital Fund.*

*Prior funding is provided by Arlington’s Transportation Capital Fund.*

*In order to implement the adopted capital program, additional project management, civil engineering, and real estate specialist support may be required.*

## 7. Destination, Parking, Signage & Regulatory Signage

### Project Description

This project will allow for the installation of new destination, parking and regulatory signage along major streets and corridors. This includes the installation of new parking directional (wayfinding) signs in select areas, new signage to maximize the variety of curb space uses in commercial areas, including time of day uses and multimeter installations, as well as new regulatory, warning, and guide signage. The project will also include the installation of Electronic Parking Guidance Systems that will provide in real time the amount of available parking spaces in a garage or surface lot. Other destination, parking, and regulatory signage will be installed as the need arises.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>

### Project Justification

As Arlington becomes a more densely populated working and living environment, it becomes increasingly important to manage the curb space and provide clear signage to help motorists, bicyclists, and pedestrians to find their way around. The current curb environment is a confusing collection of uses, and it is important that we carefully re-examine what uses are best suited for specific blocks, notably in the Rosslyn-Ballston and Jefferson Davis Corridors. The program will install new regulatory, warning, and guide signage for vehicles, bike, and pedestrian traffic, corresponding to the appropriate curb uses and to meet current standards identified in the Manual of Uniform Traffic Control Devices (MUTCD). The program will also focus on collaborating with the private sector to provide real time information about parking availability in private garages on signs in the public right-of-way and through electronic media.

The program will install new residential permit parking signs that are faded and require replacement, and existing incandescent traffic signal signs will be changed to light emitting diode signals to upgrade the worn out, broken, and damaged signs.

## 7. Destination, Parking, Signage & Regulatory Signage

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	630	162	89	91	93	835	97	99	101	103	2,300	
<b>Total Project Cost</b>	<b>630</b>	<b>162</b>	<b>89</b>	<b>91</b>	<b>93</b>	<b>835</b>	<b>97</b>	<b>99</b>	<b>101</b>	<b>103</b>	<b>2,300</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	125	100	25	25	25	765	25	25	25	25	1,165	
PAYG	60	62	64	66	68	70	72	74	76	78	690	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>185</b>	<b>162</b>	<b>89</b>	<b>91</b>	<b>93</b>	<b>835</b>	<b>97</b>	<b>99</b>	<b>101</b>	<b>103</b>	<b>1,855</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	445	0	0	0	0	0	0	0	0	0	445	
<b>Subtotal Previously Approved Funding</b>	<b>445</b>										<b>445</b>	
<b>Total Revenues</b>	<b>630</b>	<b>162</b>	<b>89</b>	<b>91</b>	<b>93</b>	<b>835</b>	<b>97</b>	<b>99</b>	<b>101</b>	<b>103</b>	<b>2,300</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	50	100	100	100	100	100	100	100	100	100	950	
Operations Costs (+/-)	15	15	15	25	25	25	25	25	25	25	220	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>65</b>	<b>115</b>	<b>115</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>1,170</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>65</b>	<b>115</b>	<b>115</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>1,170</b>	

**8. East Falls Church Streets**

**Project Description**

The program will implement upgrades as identified in the adopted 2011 East Falls Church Area Plan, to include improvements to Sycamore Street, Washington Boulevard, Lee Highway, and Fairfax Drive. The goal of this program is to reconstruct portions of the primary streets within the East Falls Church area to achieve more transit oriented development around the existing East Falls Church Metrorail station.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> Arlington-East Falls Church</p>	

**Project Justification**

The existing streets around the East Falls Church Metrorail station are designed almost exclusively for private automobile use and are difficult for pedestrians and bicyclist to use safely. The adopted East Falls Church Area Plan identified reconfigurations of a number of area streets including Lee Highway, Washington Boulevard, Fairfax Drive and N. Sycamore Street that are to be implemented during the 20 plus year plan. While it is anticipated that redevelopment will construct some of the improvements, the County will need to initiate projects for sections of several of the streets. The primary intent of the projects is to create more complete streets with better facilities for pedestrians, bicyclists, and transit service. In some cases, such as along Lee Highway, improvements will need to be coordinated with the Virginia Department of Transportation (VDOT) and the City of Falls Church.

## 8. East Falls Church Streets

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	100	0	0	0	0	0	0	0	0	100
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	430	0	0	0	0	0	0	0	0	430
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530</b>

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	530	0	0	0	0	0	0	0	0	530
<b>Subtotal New Funding</b>			<b>530</b>									<b>530</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530</b>

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**9. Fiber Project (Transportation)**

**Project Description**

This project will help Arlington to upgrade the aging communications plant for the signal system. The existing twisted-pair (copper) system, which was built during the early eighties, is degrading and communication failures are becoming more common. Replacing copper with fiber-optic cables will make the system faster and more reliable. Compared to copper, fiber-optic cables would also provide an exponentially greater capacity for sending video for the recently-installed, Closed Circuit Television (CCTV) camera system, making it easier for the County to expand its Intelligent Transportation System (ITS) technologies and enhance the traffic signal system. This will form part of C-NET and helps public safety to build a fully redundant network. Please refer to the Information Technology section of the CIP for additional information about the Fiber Project.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Design Complete</i></td> <td><i>Spring/Summer 2013</i></td> </tr> <tr> <td><i>Construction Start</i></td> <td><i>Summer/Fall 2013</i></td> </tr> <tr> <td><i>75% Project Completion</i></td> <td><i>Winter 2014</i></td> </tr> <tr> <td><i>Project Completion</i></td> <td><i>Winter 2018</i></td> </tr> </table>	<i>Design Complete</i>	<i>Spring/Summer 2013</i>	<i>Construction Start</i>	<i>Summer/Fall 2013</i>	<i>75% Project Completion</i>	<i>Winter 2014</i>	<i>Project Completion</i>	<i>Winter 2018</i>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<i>Design Complete</i>	<i>Spring/Summer 2013</i>									
<i>Construction Start</i>	<i>Summer/Fall 2013</i>									
<i>75% Project Completion</i>	<i>Winter 2014</i>									
<i>Project Completion</i>	<i>Winter 2018</i>									
<p><b>Neighborhood(s):</b> VARIOUS</p>										

**Project Justification**

The Transportation Operation and Management Systems deployed in Arlington are in continuous need of improvement and updating to keep abreast with the latest innovations in the field of Traffic and Transportation Engineering. The current systems include an aging infrastructure (some 20+ years) and out-of-date control systems including hardware and software. As we continue to grow, the Traffic Management and Emergency / Incident Management Systems used to support these initiatives need to be updated. The upkeep of these systems is necessary to support our approximately 280 traffic signals, 70 school flashers, 25 CCTV cameras, Variable Message Signs, Traffic Sensors, and parking management system.

## 9. Fiber Project (Transportation)

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	765	0	200	0	300	0	0	0	0	0	1,265	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,460	9,655	1,000	1,000	700	600	0	0	0	0	15,415	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>3,225</b>	<b>9,655</b>	<b>1,200</b>	<b>1,000</b>	<b>1,000</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,680</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	1,000	700	700	700	700	600	0	0	0	0	4,400	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	1,300	300	300	300	0	0	0	0	0	0	2,200	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	7,120	0	500	0	0	0	0	0	0	0	7,620	
<b>Subtotal New Funding</b>	<b>9,420</b>	<b>1,000</b>	<b>1,500</b>	<b>1,000</b>	<b>700</b>	<b>600</b>					<b>14,220</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	2,460	0	0	0	0	0	0	0	0	0	2,460	
<b>Subtotal Previously Approved Funding</b>	<b>2,460</b>										<b>2,460</b>	
<b>Total Revenues</b>	<b>11,880</b>	<b>1,000</b>	<b>1,500</b>	<b>1,000</b>	<b>700</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,680</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



**10. Improvements to Major Travel Corridors Outside Principal Business Districts**

**Project Description**

This program is designed to provide improvements to major travel corridors outside principal business districts. The program includes multimodal enhancements such as pedestrian, bicycle and transit access improvements. This project will provide construction of left-turn lanes at the North Glebe Road/Lee Hwy intersection, pedestrian improvements along Old Dominion Drive from the North Glebe Road to Fairfax County line, multimodal improvements to George Mason Drive, Walter Reed Drive, South Courthouse Road and Four Mile Run Drive.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

**Project Justification**

These projects improve travel for Arlington residents and commuters traveling to Arlington. The projects will improve access in the business districts where many small retail centers are located. It will also enhance the overall performance of these corridors through selective improvements such as new turn lanes and signals as well as enable more efficient bus service and improve accessibility for pedestrians and bicyclists. Arlington has about 30 miles of primary travel corridors, including Arlington Boulevard, George Mason Drive, Carlin Springs Road, Old Dominion Drive, and Walter Reed Drive. These are used by most of the traveling public within the county. Although these corridors have some commercial frontages, they are largely outside of the County’s primary business districts. Projects will provide accessible walking routes, adequate transit stops, curbside parking and loading areas, and safe accommodations for bicycling.

## 10. Improvements to Major Travel Corridors Outside Principal Business Districts

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	790	764	923	928	625	630	639	644	654	659	7,256	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	3,159	3,055	3,691	3,710	2,502	2,522	2,557	2,578	2,614	2,637	29,025	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>3,949</b>	<b>3,819</b>	<b>4,614</b>	<b>4,638</b>	<b>3,127</b>	<b>3,152</b>	<b>3,196</b>	<b>3,222</b>	<b>3,268</b>	<b>3,296</b>	<b>36,281</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	250	250	500	500	500	500	500	500	500	500	4,500	
PAYG	751	774	797	821	845	871	897	924	951	980	8,611	
New Bond Referenda	0	0	265	265	282	281	299	298	317	316	2,323	
<b>Subtotal New Funding</b>	<b>2,501</b>	<b>2,524</b>	<b>3,062</b>	<b>3,086</b>	<b>3,127</b>	<b>3,152</b>	<b>3,196</b>	<b>3,222</b>	<b>3,268</b>	<b>3,296</b>	<b>30,434</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	225	0	0	0	0	0	0	0	0	225	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,448	1,070	1,552	1,552	0	0	0	0	0	0	5,622	
<b>Subtotal Previously Approved Funding</b>	<b>1,448</b>	<b>1,295</b>	<b>1,552</b>	<b>1,552</b>							<b>5,847</b>	
<b>Total Revenues</b>	<b>3,949</b>	<b>3,819</b>	<b>4,614</b>	<b>4,638</b>	<b>3,127</b>	<b>3,152</b>	<b>3,196</b>	<b>3,222</b>	<b>3,268</b>	<b>3,296</b>	<b>36,281</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## 11. Parking Meters

### Project Description

This project enables the County to convert all parking meter equipment to either multi-space meters or single-space meters that take credit cards and operate wirelessly, enabling real time detection of usage and problems.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> Countywide</p>	

### Project Justification

County policy, as stated in the Master Transportation Plan's Parking and Curb Space Management Element, supports the use of multi-space meters and other high performing technologies. Multi-space meters have many benefits including improved convenience for the parker by being able to pay by coins or credit card. They also provide increased reliability of the equipment, providing customers with receipts to prove payment, a wireless real time reporting system for problems and usage reports, and reduce street clutter.

## 11. Parking Meters

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	510	942	985	481	0	0	0	0	0	0	0	2,918
<b>Total Project Cost</b>	<b>510</b>	<b>942</b>	<b>985</b>	<b>481</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,918</b>

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>  "Other Previously Approved Funds" are provided by Arlington's Transportation Capital Fund.
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	200	942	985	481	0	0	0	0	0	0	0	2,608
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>200</b>	<b>942</b>	<b>985</b>	<b>481</b>								<b>2,608</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	310	0	0	0	0	0	0	0	0	0	0	310
<b>Subtotal Previously Approved Funding</b>	<b>310</b>											<b>310</b>
<b>Total Revenues</b>	<b>510</b>	<b>942</b>	<b>985</b>	<b>481</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,918</b>

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	14	65	68	33	0	0	0	0	0	0	0	180
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>14</b>	<b>65</b>	<b>68</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>14</b>	<b>65</b>	<b>68</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180</b>

## 12. Parking Technology

### Project Description

This project provides for the installation of equipment to monitor the occupancy and turnover of on-street spaces, hardware and software to convert the permit parking program to a paperless program, the creation of a parking management center, the conversion of current County parking facilities to a paid environment, and improved management of all County parking facilities.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> Countywide</p>	

### Project Justification

On-street parking is very limited due to the finite amount of curb space in the County, and off-street parking is very expensive to build. Because of the limitation of both types of parking, it is critical that the parking supply is managed effectively. This project will provide the county with a parking management center to manage the data from new parking space sensors and sensors to monitor the usage of the on-street supply. It also will facilitate the conversion of two county facilities, Barcroft and Central Library, from free to paid parking. Additionally, this project will support the upgrade of the permit parking program by eliminating permits and passes and the current end-of-year renewal system. The Arlington Police Department will enforce the program using a license plate recognition system and residents will be able to renew their permits and passes online at any time during the year.

### Changes from Prior CIP

This is a new program initiative.

## 12. Parking Technology

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	100	75	0	0	0	0	0	0	175	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	650	625	525	575	0	0	0	0	0	2,375	
<b>Total Project Cost</b>	<b>0</b>	<b>650</b>	<b>725</b>	<b>600</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,550</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>  <i>Other funding is from the Transportation Capital Fund.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	650	725	600	575	0	0	0	0	0	2,550	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>		<b>650</b>	<b>725</b>	<b>600</b>	<b>575</b>						<b>2,550</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>650</b>	<b>725</b>	<b>600</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,550</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>  <i>In order to implement the adopted capital program, an additional program manager may be required.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	125	125	125	125	125	125	125	125	125	1,125	
Operations Costs (+/-)		20	20	20	20	20	20	20	20	20	200	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>20</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>1,325</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>20</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>1,325</b>	

### 13. Potomac Yard/Four Mile Run Trail Connection

**Project Description**

This project will provide an ADA compliant shared use trail of approximately 250 feet traversing the steep grade between Potomac Yard and the Four Mile Run trail, below. Project will necessarily require significant grading and retaining walls.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> Alcova Heights</p>	

**Project Justification**

This path is an important linkage in Arlington's non-motorized transportation network. It connects the surface streets of Potomac Yard (and by extension, Crystal City) with the Four Mile Run trail, which itself connects upstream to the W&OD Trail and downstream to the Mt. Vernon Trail and the District of Columbia bridges. This trail connection is called for in the Master Transportation Plan Bicycle Element (2008) as a near term improvement, and was anticipated in the Four Mile Run Master Plan (2006).

**Changes from Prior CIP**

This is a new project in the CIP.

### 13. Potomac Yard/Four Mile Run Trail Connection

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	160	60	0	0	0	0	0	0	0	0	220	
Land Acquisition	0	60	0	0	0	0	0	0	0	0	60	
Construction	0	0	506	0	0	0	0	0	0	0	506	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>160</b>	<b>120</b>	<b>506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>786</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	190	0	400	0	0	0	0	0	0	0	590	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	30	0	106	0	0	0	0	0	0	0	136	
<b>Subtotal New Funding</b>	<b>220</b>		<b>506</b>								<b>726</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	60	0	0	0	0	0	0	0	0	0	60	
<b>Subtotal Previously Approved Funding</b>	<b>60</b>										<b>60</b>	
<b>Total Revenues</b>	<b>280</b>	<b>0</b>	<b>506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>786</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## 14. Rosslyn-Ballston Arterial Street Improvements

### Project Description

Projects are identified in the current Sector Plans for Ballston, Virginia Square, Clarendon, Courthouse, and the Rosslyn to Courthouse Urban Design Study. These projects meet the planning goals outlined in the Master Transportation Plan and implement the most current design and safety standards. This program will provide significant street and sidewalk safety and functionality improvements. Projects are located on Clarendon Boulevard, Wilson Boulevard, Clarendon Circle, Fairfax Drive, and nearby intersecting streets. Projects include improved geometry, updated traffic signals, left turn lanes, accessible walking routes, bike lanes, new signage and striping, utility undergrounding, ADA compliant sidewalks and crosswalks, new streetlights, street trees, and modern bus facilities that are designed to incorporate artistic elements.

<p><b>Associated Master Plan:</b> Ballston Sector Plan, Clarendon Sector Plan, Comprehensive Master Transportation Plan (MTP) for Arlington, Court House Sector Plan, R-B Corridor - Streetscape Standards</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> Lyon Village Citizens Association, North Rosslyn Civic Association, Radnor/Fort Myer Heights Civic Association, Ballston/Virginia Square Civic Association, Ashton Heights Civic Association, Clarendon/Courthouse Civic Association</p>	

### Project Justification

These projects meet the planning goals outlined in the Master Transportation Plan and implement the most current design and safety standards. This program will provide significant street and sidewalk safety and functionality improvements.

Projects are located on Clarendon Boulevard, Wilson Boulevard, Clarendon Circle, Fairfax Drive, and nearby intersecting streets. Projects include improved geometry, updated traffic signals, left turn lanes, accessible walking routes, bike lanes, new signage and striping, utility undergrounding, ADA compliant sidewalks and crosswalks, new streetlights, street trees, and modern bus facilities that are designed to incorporate artistic elements. This program will implement projects to upgrade physical conditions along sections of the Rosslyn-Ballston Corridor in most critical need for improvement.

## 14. Rosslyn-Ballston Arterial Street Improvements

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>Design is assumed to be 20 percent of budget in fiscal years 2015 – 2021.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	286	286	286	286	446	400	400	400	2,602	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,300	1,800	1,146	1,146	1,146	1,146	1,782	1,600	1,600	1,600	14,454	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,300</b>	<b>1,800</b>	<b>1,432</b>	<b>1,432</b>	<b>1,432</b>	<b>1,432</b>	<b>2,228</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>17,056</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>Other Funding Source is the Transportation Capital Fund. Projects are anticipated to require funding beyond FY 2022.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	500	500	1,000	1,000	1,000	1,000	2,000	2,000	2,000	2,000	13,000	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>500</b>	<b>500</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>13,000</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,352	1,352	1,352	0	0	0	0	0	0	0	4,056	
<b>Subtotal Previously Approved Funding</b>	<b>1,352</b>	<b>1,352</b>	<b>1,352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,056</b>	
<b>Total Revenues</b>	<b>1,852</b>	<b>1,852</b>	<b>2,352</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>17,056</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

### 15. Streetlight Energy Efficiency

#### Project Description

The County is deploying the latest state of the art intelligent Light Emitting Diode (LED) streetlight technology throughout the County. The County has already started conversion to smart LED streetlights. Our Studies have shown 65 percent savings of electric charges for the areas converted into smart LED streetlight.

**Associated Master Plan:**

Community Energy Plan, Comprehensive Master Transportation Plan (MTP) for Arlington

**Neighborhood(s):** Countywide

#### Project Justification

The County has 16,580 streetlights, which include a mix of Carlyle, cobrahead, teardrop and colonial lamps. Of the total number of streetlights, the County own about 400s cobraheads and teardrop lights, installed at intersections with traffic signals. The County also owns approximately 4,500 decorative Carlyle streetlights. (Virginia Dominion Power owns the remainder of the streetlights.) Most of these streetlights are based on outdated, inefficient high pressure sodium technology. The outdated technology is expensive in terms of power consumption. The County is projecting to cumulatively save \$450,000 in electric charges by the end of FY 2013 by continuing its conversion to Smart LED streetlights. Since the program was started in FY 2011, approximately 1,700 streetlights have been converted.

## 15. Streetlight Energy Efficiency

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	500	515	530	546	563	583	597	615	633	652	5,734	
<b>Total Project Cost</b>	<b>500</b>	<b>515</b>	<b>530</b>	<b>546</b>	<b>563</b>	<b>583</b>	<b>597</b>	<b>615</b>	<b>633</b>	<b>652</b>	<b>5,734</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>  <i>This program, and associated funding, will extend beyond FY 2022 in order to complete the street light conversions.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	500	515	530	546	563	583	597	615	633	652	5,734	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>500</b>	<b>515</b>	<b>530</b>	<b>546</b>	<b>563</b>	<b>583</b>	<b>597</b>	<b>615</b>	<b>633</b>	<b>652</b>	<b>5,734</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>500</b>	<b>515</b>	<b>530</b>	<b>546</b>	<b>563</b>	<b>583</b>	<b>597</b>	<b>615</b>	<b>633</b>	<b>652</b>	<b>5,734</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## 16. Transportation Systems and Traffic Signals

### Project Description

This project allows for the implementation of Transportation Operations and Management systems and system components such as CCTV Cameras, Traffic Sensors, Transportation Systems Management Software, Traffic Signal Cabinets, Traffic Signal Controllers, Emergency Vehicle Preemption equipment, Transit Priority System equipment, Street Lights, Arterial street safety improvements, and Light Emitting Diode Signal Heads.

<b>Associated Master Plan:</b>
Comprehensive Master Transportation Plan (MTP) for Arlington
<b>Neighborhood(s):</b>
Countywide

### Project Justification

The Transportation Operation and Management Systems deployed in Arlington are in continuous need of improvement and updating to keep abreast with the latest innovations in the field of Traffic and Transportation Engineering. The current systems include an aging infrastructure (some 20+ years) and out-of-date control systems including hardware and software. As we continue to grow, Traffic Management and Emergency / Incident Management Systems used to support these initiatives need to be updated. The upkeep of these system is necessary to support our approximately 280 traffic signals, 70 school flashers, 25 CCTV cameras, Variable Message Signs, Traffic Sensors, and parking management system.

## 16. Transportation Systems and Traffic Signals

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	1,860	1,100	972	837	850	864	878	892	907	922	10,082	
<b>Total Project Cost</b>	<b>1,860</b>	<b>1,100</b>	<b>972</b>	<b>837</b>	<b>850</b>	<b>864</b>	<b>878</b>	<b>892</b>	<b>907</b>	<b>922</b>	<b>10,082</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	600	600	472	400	400	400	400	400	400	400	4,472	
PAYG	200	500	500	437	450	464	478	492	507	522	4,550	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>800</b>	<b>1,100</b>	<b>972</b>	<b>837</b>	<b>850</b>	<b>864</b>	<b>878</b>	<b>892</b>	<b>907</b>	<b>922</b>	<b>9,022</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,060	0	0	0	0	0	0	0	0	0	1,060	
<b>Subtotal Previously Approved Funding</b>	<b>1,060</b>										<b>1,060</b>	
<b>Total Revenues</b>	<b>1,860</b>	<b>1,100</b>	<b>972</b>	<b>837</b>	<b>850</b>	<b>864</b>	<b>878</b>	<b>892</b>	<b>907</b>	<b>922</b>	<b>10,082</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**17. WALKArlington**

**Project Description**

The WalkArlington program makes physical enhancements to Arlington's sidewalk and street infrastructure. The objectives of the program include completion of the planned walkway network, making the pedestrian walkway network fully accessible for all users, improving pedestrian safety, and increasing walking across the County. The program funds four types of projects: arterial street sidewalk upgrades, transit-access improvements, safe routes to schools enhancements, and stand-alone safety and accessibility upgrades. Projects can range in scope from the rebuilding of a single corner or median, to construction of several blocks of new sidewalk. WALKArlington focuses primarily on arterial streets and commercial areas which are generally not covered by the Neighborhood Conservation Program. WALKArlington will also take on some projects in neighborhood areas that are important for school or transit access but have not qualified under the Neighborhood Conservation Program.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission Pedestrian Advisory Committee</p>
<p><b>Neighborhood(s):</b> Countywide</p>	

**Project Justification**

Arlington County adopted goals with the Master Transportation Plan that call for:

- Providing high-quality transportation services fo all
- Moving more people without creating more automobile traffic
- Promoting safety
- Serving mobility and accessibility for all persons
- Enhancing environmental sustainability

In order to achieve these goals, Arlington’s pedestrian network will have to be substantially improved through capital projects to complete missing sections, address safety concerns, and correct accessibility deficiencies. Problems with Arlington’s current walkway network discourage some residents, works, and visitors from walking more often. A poor pedestrian environment also discourages some people from using transit services because most transit trips are accessed on foot. As the County increases walking and transit travel shares, it can simultaneously address traffic congestion, energy and environmental sustainability concerns, and improve public health.

## 17. WALKArlington

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	594	130	260	130	260	130	260	130	260	130	2,284	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,130	777	811	794	835	817	858	841	884	866	9,613	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>2,724</b>	<b>907</b>	<b>1,071</b>	<b>924</b>	<b>1,095</b>	<b>947</b>	<b>1,118</b>	<b>971</b>	<b>1,144</b>	<b>996</b>	<b>11,897</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	500	350	500	350	500	350	500	350	500	350	4,250	<i>Federal funding is provided in the odd years, and state funding is provided in the even years. Other funding is from the Transportation Capital Fund, as well as PAYG and GO bonds.</i>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	200	200	200	200	200	200	200	200	200	200	2,000	
PAYG	0	103	106	109	113	116	119	123	127	130	1,046	
New Bond Referenda	254	254	265	265	282	281	299	298	317	316	2,831	
<b>Subtotal New Funding</b>	<b>954</b>	<b>907</b>	<b>1,071</b>	<b>924</b>	<b>1,095</b>	<b>947</b>	<b>1,118</b>	<b>971</b>	<b>1,144</b>	<b>996</b>	<b>10,127</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	350	0	0	0	0	0	0	0	0	0	350	
Issued but Unspent Bonds	150	0	0	0	0	0	0	0	0	0	150	
Other Previously Approved Funds	1,270	0	0	0	0	0	0	0	0	0	1,270	
<b>Subtotal Previously Approved Funding</b>	<b>1,770</b>										<b>1,770</b>	
<b>Total Revenues</b>	<b>2,724</b>	<b>907</b>	<b>1,071</b>	<b>924</b>	<b>1,095</b>	<b>947</b>	<b>1,118</b>	<b>971</b>	<b>1,144</b>	<b>996</b>	<b>11,897</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	10	10	10	10	10	10	10	10	10	10	100	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>100</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>100</b>	



# Arlington, Virginia

## TRANSPORTATION – LOCAL INITIATIVES: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Bridge Maintenance	1,350	361	371	382	394	406	418	430	443	457	5,012
Bridge Renovation	1,914	100	2,978	50	1,288	350	5,915	100	100	153	12,948
Neighborhood Traffic Calming	453	433	418	420	285	287	301	305	320	322	3,544
<b>Total Recommendation</b>	<b>3,717</b>	<b>894</b>	<b>3,767</b>	<b>852</b>	<b>1,967</b>	<b>1,043</b>	<b>6,634</b>	<b>835</b>	<b>863</b>	<b>932</b>	<b>21,504</b>

### CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	200	0	800	0	400	0	1,000	0	0	0	2,400
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	450	464	477	491	507	522	537	553	570	587	5,158
New Bond Referenda	453	153	2,390	161	1,410	171	5,197	182	446	192	10,755
<b>Subtotal New Funding</b>	<b>1,103</b>	<b>617</b>	<b>3,667</b>	<b>652</b>	<b>2,317</b>	<b>693</b>	<b>6,734</b>	<b>735</b>	<b>1,016</b>	<b>779</b>	<b>18,313</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	150	0	0	0	0	0	0	150
Issued but Unspent Bonds	200	177	150	0	0	0	0	0	0	0	527
Other Previously Approved Funds	2,514	0	0	0	0	0	0	0	0	0	2,514
<b>Subtotal Previously Approved Funding</b>	<b>2,714</b>	<b>177</b>	<b>150</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,191</b>
<b>Total Funding Sources</b>	<b>3,817</b>	<b>794</b>	<b>3,817</b>	<b>802</b>	<b>2,317</b>	<b>693</b>	<b>6,734</b>	<b>735</b>	<b>1,016</b>	<b>779</b>	<b>21,504</b>

## Bridge Maintenance

### Project Description

This is an ongoing program that provides funds to continue to rehabilitation of more than 50 vehicular and pedestrian bridges in Arlington County in order to assure an adequate level of safety for pedestrians and vehicular traffic. Twenty-six of the bridges are included in the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), which establishes standards for inspection and maintenance of public highway bridges. All NBI bridges are required to be inspected and reported at least bi-annually. This program provides funding to cover the cost of annual inspections, routine and emergency maintenance, and minor rehabilitation projects for the County’s bridge inventory.

<b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington
<b>Neighborhood(s):</b> VARIOUS

### Project Justification

This program is necessary to maintain safety for the traveling public. Federal law mandates that bridges be inspected and maintained according to federal and state codes and guidelines.

## Bridge Maintenance

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,350	361	371	382	394	406	418	430	443	457	5,012	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,350</b>	<b>361</b>	<b>371</b>	<b>382</b>	<b>394</b>	<b>406</b>	<b>418</b>	<b>430</b>	<b>443</b>	<b>457</b>	<b>5,012</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>  "Other Previously Approved Funds" are from PAYG.
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	350	361	371	382	394	406	418	430	443	457	4,012	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>350</b>	<b>361</b>	<b>371</b>	<b>382</b>	<b>394</b>	<b>406</b>	<b>418</b>	<b>430</b>	<b>443</b>	<b>457</b>	<b>4,012</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,000	0	0	0	0	0	0	0	0	0	1,000	
<b>Subtotal Previously Approved Funding</b>	<b>1,000</b>										<b>1,000</b>	
<b>Total Revenues</b>	<b>1,350</b>	<b>361</b>	<b>371</b>	<b>382</b>	<b>394</b>	<b>406</b>	<b>418</b>	<b>430</b>	<b>443</b>	<b>457</b>	<b>5,012</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Bridge Renovation**

**Project Description**

This program pays for rehabilitation, upgrade or replacement of bridges owned by Arlington County. Rehabilitation will address deterioration of the bridge structure and adjacent public roadway and landscaped area. Bridge reconstruction may include upgrades to: sidewalks, bicycle facilities, transit stops, lighting, facades and other features in accordance with the Arlington County policy of Complete Streets as defined in the 2007 Master Transportation Plan. Opportunities to include public art will be explored.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Transportation Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

**Project Justification**

All County bridges are inspected annually and assessed as to their condition and need for repair or rehabilitation. Some bridges have also been identified through planning efforts as being in need of upgrades to accommodate non-automobile travel modes and for aesthetic improvement. The bridges currently in need of rehabilitation and upgrade are North Carlin Springs Road over George Mason Drive, Shirlington Road bridge over Four Mile Run and North Meade Street bridge over Arlington Boulevard. Additional bond funds of \$50,000 to \$350,000 per year could potentially be used for smaller scale bridge renovation projects.

## Bridge Renovation

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	383	20	570	10	230	70	1,020	20	20	20	2,363	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,531	80	2,408	40	1,058	280	4,895	80	80	133	10,585	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,914</b>	<b>100</b>	<b>2,978</b>	<b>50</b>	<b>1,288</b>	<b>350</b>	<b>5,915</b>	<b>100</b>	<b>100</b>	<b>153</b>	<b>12,948</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	200	0	800	0	400	0	1,000	0	0	0	2,400	<i>The Carlin Springs Road bridge is to be funded in FY 2013 with both local and state funds. The Shirlington Road bridge will be funded in fiscal years 2013 and 2015 with both local and State funds. The Meade Street bridge will be funded with local and State funds in fiscal year 2019 and 2021.</i>
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	300	0	2,228	0	1,238	0	5,015	0	253	0	9,034	
<b>Subtotal New Funding</b>	<b>500</b>		<b>3,028</b>		<b>1,638</b>		<b>6,015</b>		<b>253</b>		<b>11,434</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,514	0	0	0	0	0	0	0	0	0	1,514	
<b>Subtotal Previously Approved Funding</b>	<b>1,514</b>										<b>1,514</b>	
<b>Total Revenues</b>	<b>2,014</b>	<b>0</b>	<b>3,028</b>	<b>0</b>	<b>1,638</b>	<b>0</b>	<b>6,015</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>12,948</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Neighborhood Traffic Calming**

**Project Description**

The NTC Program provides specific procedures and criteria for the implementation of traffic calming measures on neighborhood streets. Project selection is determined by a priority ranking system where resources are directed to streets where travel speeds and traffic volume are highest.

<p><b>Associated Master Plan:</b> Comprehensive Master Transportation Plan (MTP) for Arlington</p>	<p><b>Advisory Commission:</b> Neighborhood Traffic Calming Committee Transportation Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

**Project Justification**

Traffic Calming Measures are devices that can be placed in the roadway to alert and remind drivers of the 25mph posted speed limits in neighborhoods, as well as to assist in enforcement. Measures may include speed tables, traffic circles, nubs or curb extensions, roadway narrowing, permanent speed indicators, medians, raised crosswalks, truck restrictions and textured pavement gateways. At the request of citizens or civic groups, the County will define the scope of the problem, develop an action plan in partnership with the neighborhood, review proposals with the neighborhood, work towards consensus, implement the plan and evaluate success. Data collected after implementation has shown speed reductions of up to seven miles per hour.

The program has 60 unfunded projects; current funding levels only allow for one or two projects to be completed each year. The Neighborhood Traffic Calming Committee continues to request additional funding for the backlog of unfunded projects.

## Neighborhood Traffic Calming

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>  <i>Assumption: 20% of total cost projected for A&amp;E, 80% for Construction</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	91	87	84	84	57	57	60	61	64	64	709	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	362	346	334	336	228	230	241	244	256	258	2,835	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>453</b>	<b>433</b>	<b>418</b>	<b>420</b>	<b>285</b>	<b>287</b>	<b>301</b>	<b>305</b>	<b>320</b>	<b>322</b>	<b>3,544</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	100	103	106	109	113	116	119	123	127	130	1,146	
New Bond Referenda	153	153	162	161	172	171	182	182	193	192	1,721	
<b>Subtotal New Funding</b>	<b>253</b>	<b>256</b>	<b>268</b>	<b>270</b>	<b>285</b>	<b>287</b>	<b>301</b>	<b>305</b>	<b>320</b>	<b>322</b>	<b>2,867</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	150	0	0	0	0	0	0	150	
Issued but Unspent Bonds	200	177	150	0	0	0	0	0	0	0	527	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>200</b>	<b>177</b>	<b>150</b>	<b>150</b>							<b>677</b>	
<b>Total Revenues</b>	<b>453</b>	<b>433</b>	<b>418</b>	<b>420</b>	<b>285</b>	<b>287</b>	<b>301</b>	<b>305</b>	<b>320</b>	<b>322</b>	<b>3,544</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

TRANSPORTATION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Paving	7,550	7,627	11,244	11,370	11,929	12,062	12,654	12,798	13,425	13,576	114,235
<b>Total Recommendation</b>	<b>7,550</b>	<b>7,627</b>	<b>11,244</b>	<b>11,370</b>	<b>11,929</b>	<b>12,062</b>	<b>12,654</b>	<b>12,798</b>	<b>13,425</b>	<b>13,576</b>	<b>114,235</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	952	1,030	4,244	4,371	4,503	4,637	4,776	4,920	5,067	5,219	39,719
New Bond Referenda	6,598	6,597	7,000	6,999	7,426	7,425	7,878	7,878	8,358	8,357	74,516
<b>Subtotal New Funding</b>	<b>7,550</b>	<b>7,627</b>	<b>11,244</b>	<b>11,370</b>	<b>11,929</b>	<b>12,062</b>	<b>12,654</b>	<b>12,798</b>	<b>13,425</b>	<b>13,576</b>	<b>114,235</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>7,550</b>	<b>7,627</b>	<b>11,244</b>	<b>11,370</b>	<b>11,929</b>	<b>12,062</b>	<b>12,654</b>	<b>12,798</b>	<b>13,425</b>	<b>13,576</b>	<b>114,235</b>



### **Paving**

#### **Project Description**

Arlington County maintains and manages more than 974 lane miles of paved streets to ensure the safe and efficient movement of people, goods, and services. The County uses a variety of maintenance strategies to maintain streets: Hot Mix Re-Surfacing, Slurry Seal (residential streets), Micro-Surfacing (Arterials and Collectors), and Re-Building. About 25 percent of the streets are arterial streets, 11 percent collector streets, and 64 percent residential streets. Street pavement conditions are regularly assessed by a specialized contractor that generates a number called a Pavement Condition Index or PCI for every block evaluated. Using a scale from 100 for brand new pavement, down to 1, the worst possible condition, the County develops a priority based needs system for resurfacing. The PCI is based on a street's ride quality, cracking, potholes, raveling, streaking, wash-boarding, shoving, bleeding, flushing, crown, etc. Arlington's average PCI is currently 68.9, with about 35 percent, over 1/3, of our streets below 60 PCI. Streets below 60 PCI are eligible to be paved and are no longer candidates for less intensive maintenance remedies like slurry seal or micro-surfacing. Leaving such streets unpaved leads to rapid deterioration and the need to replace the roadbed at much higher costs.

In FY 2011, funding was increased for the paving program in order to maintain the existing pavement conditions. Bond funding was restored to the program for the first time since 2001, supplemented by PAYG and closeout funding. At those levels, the County has been able to pave approximately 50 lane miles per year and to maintain the inventory of streets in its existing condition. The adopted CIP includes increases in FY 2013 and FY 2014 for potential inflation. In FY 2015, the adopted funding plan shows an increase of 47 percent, to \$11.2 million, as well as inflationary increases included in each subsequent year of the CIP. These amounts will allow paving of approximately 72 lane miles per year. Paving 72 lane miles over the remaining years of the CIP is projected to increase the PCI from 68.9 to 74.6. Staff has begun a process to determine the appropriate long-term PCI target for the County. Benchmarking with other jurisdictions will be part of the process of determining the PCI goal.

#### **Project Justification**

Arlington's street system is essential infrastructure that supports a wide variety of transportation uses by the public. Our residents and business community expect this core infrastructure to be maintained at a level that constitutes a state of good repair. In addition, Arlington receives an annual payment from the state to support the maintenance of our secondary road system and must report on our activities each year.

#### **Changes from Prior CIP**

Changes reflect increases in cost of materials and contracting costs, as well as increases in PAYG to raise the PCI for County roads.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,550	7,627	11,244	11,370	11,929	12,062	12,654	12,798	13,425	13,576	114,235	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>7,550</b>	<b>7,627</b>	<b>11,244</b>	<b>11,370</b>	<b>11,929</b>	<b>12,062</b>	<b>12,654</b>	<b>12,798</b>	<b>13,425</b>	<b>13,576</b>	<b>114,235</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	952	1,030	4,244	4,371	4,503	4,637	4,776	4,920	5,067	5,219	39,719	
New Bond Referenda	6,598	6,597	7,000	6,999	7,426	7,425	7,878	7,878	8,358	8,357	74,516	
<b>Subtotal New Funding</b>	<b>7,550</b>	<b>7,627</b>	<b>11,244</b>	<b>11,370</b>	<b>11,929</b>	<b>12,062</b>	<b>12,654</b>	<b>12,798</b>	<b>13,425</b>	<b>13,576</b>	<b>114,235</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>7,550</b>	<b>7,627</b>	<b>11,244</b>	<b>11,370</b>	<b>11,929</b>	<b>12,062</b>	<b>12,654</b>	<b>12,798</b>	<b>13,425</b>	<b>13,576</b>	<b>114,235</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# WATER AND SEWER INFRASTRUCTURE PROGRAMS

### **Program Description**

This program provides and maintains water delivery, sanitary sewer collection, and wastewater treatment systems that provide high quality water and sewer services and products. This program has been established to ensure that water and sewer services are available to all residents in Arlington's service area and that the Water Pollution Control Plant (WPCP) meets model discharge standards.

### **Program Summary**

The Capital Improvement programs for the water distribution and sanitary sewer collection systems provide funding for both expansion of capacity for the future growth of Arlington County and the preservation of assets through rehabilitation and replacement. Expansion projects typically increase capacity while assets are preserved through the non-expansion category. The programs are categorized into three areas; water expansion, sewer expansion, water and sewer maintenance capital.

The water and sewer expansion programs focus on projects required to provide for the future projected land use in Arlington County by the year 2040. Estimation of the maximum expected land use development in the county, termed "build out," based on the land use types and densities in the County land use plans is used to determine water and sewer demand.

This demand for the water expansion program is met by a number of projects that are shown and prioritized in the Water Distribution System Master Plan. The Water System Master Plan is currently being updated with a targeted completion in the summer of 2013. A number of water projects have already been programmed into the CIP, including the Reservoir Supply Mains, Gravity Transmission Mains, North Harrison Street and a number of smaller projects.

The demand for the sewer expansion program is met by a number of projects that are shown and prioritized in the Sanitary Sewer Collection System Master Plan. The Sanitary Sewer System Master Plan was last updated in 2002. For this 10-year cycle of the CIP, major projects include the Columbia Pike/Rosslyn/Crystal City Sewers, the Potomac Interceptor Phase II and a number of smaller projects.

Both the water and sewer expansion projects are typically in the CIP for a number of years to build up funding for construction. When they are initially funded, an alignment study is done. Later year funding provides for preliminary engineering, final design and construction. With each step of the process the scope of the projects and funding needs become more defined.

The Maintenance Capital program focuses on projects that rehabilitate and replace existing water distribution and sanitary sewer collection infrastructure. This is done for the sanitary system by programs that rehabilitate and replace sewer mains under the infiltration and inflow program, rehabilitate large diameter sewer mains, and replace sewer and sewer force mains. The water distribution system is addressed by programs that clean and line water mains, rehabilitate and replace valves, and rehabilitate water storage tanks. Other categories of maintenance pay Arlington County's share of the capital expenses at the Washington Aqueduct, enhance our water meter reading capabilities, and fund the acquisition of a new GIS integrated customer service/asset management system for the water and sewer infrastructure.

The Water Pollution Control Bureau (WPCB) Capital Improvement Program directly supports Arlington's vision for a world class sustainable community by safely and cost effectively protecting the public health and environment. The 10-year program provides for intelligent planning to secure a world class wastewater treatment facility that enhances attractive residential neighborhoods, and promotes an environmentally friendly, sustainable community.

The Capital Improvement programs for the Water Pollution Control Plant (WPCP) and wastewater lift/metering stations systems provide funding for both expansion of capacity for the future growth of Arlington County and the preservation of assets through rehabilitation, replacement, and upgrades. Expansion projects typically increase capacity while assets are preserved and/or upgraded through the non-expansion category. The programs are categorized into two areas: WPCP expansion and non-expansion.

The WPCP expansion program focuses on projects required to provide for the future projected land use in Arlington County such that sufficient capacity will be available past the year 2030. This demand was met in CY 2010 by a number of projects incorporated into the Master Plan 2001 Update project (MP01), projects that installed additional equalization tanks, aeration tanks, secondary clarifiers, and a denitrification filter. Barring regulatory changes, no further projects to expand capacity are anticipated at this time, as the facility has been upgraded to the build out 40 mgd(spell out) rated capacity.

The expansion program also includes major upgrades to the plant and wastewater lift stations. For this 10-year cycle of the CIP, major projects include completion of the upgrade to the Maintenance Building, part of the overall MP01 project, and conversion of the old Gravity Filters to a Wet Weather Filtration Facility, necessary to reduce external bypasses beyond MP01 and ensure biofilter performance. The Maintenance Building is scheduled to be completed by the fall of 2012, and the Wet Weather Filtration Facility will be completed in FY 2014.

The non-expansion program focuses on projects that rehabilitate, replace, and/or upgrade existing WPCP infrastructure to ensure that the facility can safely protect the public health and the environment by reliably maintaining continuity of service and simultaneously meeting the limit of technology permit requirements. The MP01 project addressed the upgrade to the limit of technology for nitrogen removal by installing equipment to allow the facility to achieve total nitrogen in the plant effluent of less than 3 mg/L and to minimize external bypasses. These MP01 components were completed in CY 2010.

For this 10-year cycle of the CIP, funding for the refurbishment and upgrade of three secondary clarifiers is included in the WPCP non-expansion capital program. Also included in the non-expansion program are the annual repairs and replacement of current equipment and infrastructure at the plant and 16 stations (including 12 pumping stations, two ejector stations, and two meter stations). Major components of this aspect of the non-expansion program include refurbishing or replacing equipment to prevent premature failure, as well as infrastructure improvements and automating treatment processes to increase operational efficiency. Plant Non-expansion Capital also funds Arlington's pro-rata share of improvements to the Blue Plains wastewater treatment plant and the conveyance infrastructure.

The upgrade and expansion MP01 treatment components were completed within budget and approximately 1.5 years ahead of the required regulatory deadlines. Performance goals have been met and sustained; there have been no external bypasses since April 2010, and total nitrogen is significantly less than 3 mg/L (currently averaging less than 1 mg/L in CY 2012).

WATER AND SEWER INFRASTRUCTURE: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR PROGRAMMED CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Sanitary Sewer System Improvements	9,025	2,581	4,539	3,113	1,238	986	2,209	2,275	2,344	2,413	30,723
Water Distribution	12,721	5,119	2,337	4,443	3,402	5,996	1,433	984	1,013	2,740	40,188
WPCP Expansion	20,126	4,432	0	0	0	0	0	0	0	0	24,558
WPCP Non-Expansion	4,058	4,419	6,058	5,626	4,884	5,495	5,464	5,025	5,013	5,156	51,198
WS Maintenance Capital	15,675	16,575	14,853	14,575	14,666	15,284	15,288	15,582	15,962	16,450	154,910
<b>Total Recommendation</b>	<b>61,605</b>	<b>33,126</b>	<b>27,787</b>	<b>27,757</b>	<b>24,190</b>	<b>27,761</b>	<b>24,394</b>	<b>23,866</b>	<b>24,332</b>	<b>26,759</b>	<b>301,577</b>

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	3,200	5,110	5,303	5,462	5,628	5,797	5,971	6,149	6,334	6,523	55,477
Other Funding	4,113	1,482	819	823	848	873	899	926	954	982	12,719
PAYG	10,756	16,241	16,060	17,275	17,713	18,105	17,523	16,791	17,044	19,254	166,762
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>18,069</b>	<b>22,833</b>	<b>22,182</b>	<b>23,560</b>	<b>24,189</b>	<b>24,775</b>	<b>24,393</b>	<b>23,866</b>	<b>24,332</b>	<b>26,759</b>	<b>234,958</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	10,982	2,060	6,612	0	0	0	0	0	0	0	19,654
Issued but Unspent Bonds	11,927	0	0	0	0	0	0	0	0	0	11,927
Other Previously Approved Funds	35,038	0	0	0	0	0	0	0	0	0	35,038
<b>Subtotal Previously Approved Funding</b>	<b>57,947</b>	<b>2,060</b>	<b>6,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,619</b>
<b>Total Funding Sources</b>	<b>76,016</b>	<b>24,893</b>	<b>28,794</b>	<b>23,560</b>	<b>24,189</b>	<b>24,775</b>	<b>24,393</b>	<b>23,866</b>	<b>24,332</b>	<b>26,759</b>	<b>301,577</b>

# Arlington, Virginia

## WATER AND SEWER INFRASTRUCTURE – SANITARY SEWER SYSTEM: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Columbia Pike - S Oakland St to S Quincy St	607	0	0	0	0	0	0	0	0	0	607
Columbia Pike/Rosslyn/Crystal City Sewers	1,400	515	530	546	563	580	597	615	633	652	6,631
Improvements for Development	828	258	265	273	281	290	299	307	317	326	3,444
John Marshall Drive at Lee Highway	300	0	0	0	0	0	0	0	0	0	300
N. Abingdon St., Wilson Blvd to N. Carlin Springs	838	0	0	0	0	0	0	0	0	0	838
North Sycamore Street	1,300	0	0	0	0	0	0	0	0	0	1,300
Potomac Interceptor Phase I	2,000	0	0	0	0	0	0	0	0	0	2,000
Potomac Interceptor Phase II	300	1,300	3,532	2,185	0	0	0	0	0	0	7,317
Potomac Interceptor Phase III	1,250	0	0	0	0	0	0	0	0	0	1,250
South Troy Street at South Glebe Rd	0	405	0	0	0	0	0	0	0	0	405
Spout Run	0	0	106	0	281	0	1,194	1,230	1,267	1,305	5,383
Stub Elimination Program	202	103	106	109	113	116	119	123	127	130	1,248
<b>Total Recommendation</b>	<b>9,025</b>	<b>2,581</b>	<b>4,539</b>	<b>3,113</b>	<b>1,238</b>	<b>986</b>	<b>2,209</b>	<b>2,275</b>	<b>2,344</b>	<b>2,413</b>	<b>30,723</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	250	1,391	3,129	3,113	1,238	986	2,209	2,275	2,344	2,413	19,348
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>250</b>	<b>1,391</b>	<b>3,129</b>	<b>3,113</b>	<b>1,238</b>	<b>986</b>	<b>2,209</b>	<b>2,275</b>	<b>2,344</b>	<b>2,413</b>	<b>19,348</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	11,375	0	0	0	0	0	0	0	0	0	11,375
<b>Subtotal Previously Approved Funding</b>	<b>11,375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,375</b>
<b>Total Funding Sources</b>	<b>11,625</b>	<b>1,391</b>	<b>3,129</b>	<b>3,113</b>	<b>1,238</b>	<b>986</b>	<b>2,209</b>	<b>2,275</b>	<b>2,344</b>	<b>2,413</b>	<b>30,723</b>

# WATER AND SEWER INFRASTRUCTURE

## SANITARY SEWER SYSTEM IMPROVEMENTS

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Program Description

The Sanitary Sewer System Improvements Program addresses the capacity of the sanitary sewer system. There are 465 miles of sewer mains in the County's system. These projects ensure the sewer system maintains adequate capacity to support residential and commercial growth. Infrastructure availability fees paid by developers and utility user fees fund these projects.

### Master Plan Impact

These projects are consistent with the plans, policies, and objectives of the Sanitary Sewer Collection System Master Plan, adopted in December of 2002.

### Bond Financing Notes

There are no bonds associated with these projects.

### Projects

**Columbia Pike - South Oakland Street to South Quincy Street:** Construction of a new 12-inch sanitary sewer in Columbia Pike to reduce the risk of sanitary sewer backups. The existing 8-inch sewer is undersized and needs to be upsized for future development and constructed in a location that won't be in conflict with the future street car alignment. This project affects the Alcova Heights and Douglas Park neighborhoods.

**Columbia Pike/Rosslyn/Crystal City Sewers:** Funding to upsize sewers for redevelopment. Projects will be identified as development occurs on Columbia Pike, Crystal City, and Rosslyn. In the prior CIP, this program was titled "Columbia Pike Sewers." The scope of the project has been broadened to include Rosslyn and Crystal City as significant development is planned for these areas as well along Columbia Pike.

**Improvements for Development:** This project provides funding for small segments of sewer main installation and other work directly associated with development work. This funding covers mains necessary for completion of a block where the developer is only responsible for work immediately on the frontage of the site. This may also cover work to abandon existing mains in prior developments. When modeling indicates a need for larger sewer mains, but the development requiring the extra flow is by-right, this funding may be used to do entire projects. This project affects various neighborhoods throughout the County.

**John Marshall Drive at Lee Highway:** This project will relocate the sanitary sewer at the intersection of Lee Highway and John Marshall Drive. The new sewer will take upstream flow away from houses that flooded during the June 2006 storm and reduce risk of backups from maintenance or capacity. This project will be constructed along with a storm sewer project at the same location. This project was not identified in the master plan as a specific project, but meets the criteria for projects to improve the sewer system as identified in the plan. This project affects the Arlington-East Falls Church and Lee High(?)way neighborhoods.

**North Abingdon Street, Wilson Boulevard to North Carlin Springs:** Homes in the project area had sanitary sewer backups during the June 2006 rainstorm due to higher than expected infiltration and inflow from upstream areas. The project area has two 18-inch sewers, one built in 1935 and the other in 1966. This project will replace the existing 18-inch



sanitary sewer built in 1935 with a new 27-inch sanitary sewer. The project will increase sanitary sewer capacity to help prevent sewer backups during major storm events and replace an aging sanitary sewer main with a larger pipe. This project affects the Bluemont neighborhood.

**North Sycamore Street:** This project involves the upsizing of an existing sanitary sewer in North Sycamore Street from Route 66 to Lee Highway. This project will be constructed along with a storm sewer project at the same location. The existing main is undersized and was identified in the 1992 and 2002 sanitary sewer collection system master plans. This project affects Arlington-East Falls Church neighborhood.

**South Troy Street at South Glebe Road:** This project will reduce the risk of sanitary sewer backups at the low lying area of South Troy Street at South Glebe Road.

**Spout Run:** The Spout Run sewer runs under the North Highlands neighborhood, between Spout Run and Rosslyn. It is over 100 feet deep in some areas. This sewer needs to be evaluated for the construction of a back up sewer for redundancy and maintenance purposes. This is a new project in the FY 2013 – FY 2022 CIP.

**Stub Elimination Program:** These stubs are located throughout the County. The segments will be inspected and a determination will be made on whether they can be abandoned, require manholes or if it is infeasible to construct a manhole due to utility clearances. This project affects various neighborhoods throughout the County.

# WATER AND SEWER INFRASTRUCTURE

## SANITARY SEWER SYSTEM IMPROVEMENTS

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Potomac Interceptor Phase I

#### Project Description

This project consists of the installation of approximately 8,900 linear feet of new gravity sanitary sewer pipeline to relieve an existing sewer main built in the 1930s that has experienced some localized overflow conditions due to inadequate capacity. The northern (upstream) end of this project is located on the River Place property just north of Arlington Boulevard. The pipe alignment proceeds south across Arlington Boulevard and continues along National Park Service property in the vicinity of the U.S. Marine Corps War Memorial before entering into Arlington National Cemetery (ANC) property. The majority of the interceptor (approximately 6,500 linear feet) is within the ANC boundary. The downstream end of this project exits ANC property and crosses under Columbia Pike.

This first phase of the Potomac Interceptor project is scheduled to be completed in FY 2013. Construction is proceeding through the bonding company in accordance with a takeover agreement reached in the spring of 2011.

<b>Associated Master Plan:</b> Sanitary Sewer Collection System Master Plan
<b>Neighborhood(s):</b> Radnor-Ft. Myer Heights

#### Project Justification

The current interceptor is 33 to 36 inches in diameter and carries 40 percent of the County's sewage. The existing sewer was built in the 1930s and is undersized for future growth in the Rosslyn area. Most of the new pipe is 48 inches in diameter. The risk of sewage overflows will be significantly reduced with the construction of this project.

#### Associated Costs and Funding Sources

In addition to the funding provided by water and sewer revenues, a portion of this project was paid for by the federal government to replace a federally-owned water main that needed repairs during the construction of the sewer line.

# Potomac Interceptor Phase I

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	<i>The project is underway; costs reflect remaining anticipated construction payout.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,000	0	0	0	0	0	0	0	0	0	2,000	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	2,000	0	0	0	0	0	0	0	0	0	2,000	
<b>Subtotal Previously Approved Funding</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	
<b>Total Revenues</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# WATER AND SEWER INFRASTRUCTURE

## SANITARY SEWER SYSTEM IMPROVEMENTS

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Potomac Interceptor Phase II

#### Project Description

This project will construct a parallel sanitary sewer to the 54-inch Potomac Interceptor located in S. Joyce Street and Army Navy Drive. The current interceptor is 54 inches in diameter along these streets, carries 40 percent of the County's sewage and has no parallel line. Phase II of this project is planned to be constructed between FY 2014 and FY 2016.

**Associated Master Plan:** Sanitary Sewer Collection System Master Plan

**Neighborhood(s):** Aurora Highlands, Foxcroft Heights

**Project Justification:** Phase II will provide additional capacity, and system reliability and redundancy. The newly constructed line will operate in parallel with the existing line.

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	300	1,300	3,532	2,185	0	0	0	0	0	0	0	7,317
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>300</b>	<b>1,300</b>	<b>3,532</b>	<b>2,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,317</b>

Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	515	2,122	2,185	0	0	0	0	0	0	0	4,822
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>0</b>	<b>515</b>	<b>2,122</b>	<b>2,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,822</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	2,495	0	0	0	0	0	0	0	0	0	0	2,495
<b>Subtotal Previously Approved Funding</b>	<b>2,495</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,495</b>
<b>Total Revenues</b>	<b>2,495</b>	<b>515</b>	<b>2,122</b>	<b>2,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,317</b>

# WATER AND SEWER INFRASTRUCTURE

## SANITARY SEWER SYSTEM IMPROVEMENTS

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Potomac Interceptor Phase III

**Project Description:** The third phase of the Potomac Interceptor project will rehabilitate and extend the existing 36-inch sewer in South Eads Street to create a parallel sewer that will provide redundancy to allow for better operational flexibility. Much of the work involves relining of an old line still in reasonable condition. This phase of the overall project is scheduled to be completed in FY 2013.

**Associated Master Plan:** Sanitary Sewer Collection System Master Plan

**Neighborhood(s):** Aurora Highlands

**Project Justification:** The parallel sewer line will provide redundancy and it will operate in parallel to provide flexibility.

**Changes from Prior CIP:** Funding was reduced in FY 2013 from \$1 million to zero because the project is sufficiently funded; television inspection revealed better existing conditions than expected.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	1,250	0	0	0	0	0	0	0	0	0	0	1,250
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	1,250	0	0	0	0	0	0	0	0	0	0	1,250
<b>Subtotal Previously Approved Funding</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>
<b>Total Revenues</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>

# Arlington, Virginia

## WATER AND SEWER INFRASTRUCTURE – WATER DISTRIBUTION SYSTEM: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Gravity Transmission Mains	250	2,750	250	2,750	250	2,750	0	0	0	0	9,000
Improvements for Development	500	515	530	546	563	580	597	615	633	652	5,731
300 Block of 10th Street South & Crystal Drive	187	0	0	0	0	0	0	0	0	0	187
Fort Barnard Supply Main	1,000	0	0	0	0	0	0	0	0	0	1,000
Army Navy Country Club Access Rd - 23rd St S	0	103	849	874	0	0	0	0	0	0	1,826
North Harrison Street	0	0	265	273	2,589	2,666	836	0	0	0	6,629
Columbia Pike - Wakefield to Oakland	500	309	443	0	0	0	0	0	0	0	1,252
Edison Street / Carlin Springs	0	0	0	0	0	0	0	369	380	2,088	2,837
Army Navy Drive at South Joyce Street	650	0	0	0	0	0	0	0	0	0	650
Glebe Rd - Old Glebe Rd to Williamsburg Blvd	3,611	0	0	0	0	0	0	0	0	0	3,611
Minor Hill Yard Piping	60	1,442	0	0	0	0	0	0	0	0	1,502
Old Dominion Drive - North Thomas Street to Lorcom	804	0	0	0	0	0	0	0	0	0	804
Reservoir Supply Phase II (Williamsburg Boulevard)	5,159	0	0	0	0	0	0	0	0	0	5,159
<b>Total Recommendation</b>	<b>12,721</b>	<b>5,119</b>	<b>2,337</b>	<b>4,443</b>	<b>3,402</b>	<b>5,996</b>	<b>1,433</b>	<b>984</b>	<b>1,013</b>	<b>2,740</b>	<b>40,188</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	500	2,369	1,962	1,693	3,152	3,246	1,433	984	1,013	2,740	19,092
Other Funding	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>500</b>	<b>2,369</b>	<b>1,962</b>	<b>1,693</b>	<b>3,152</b>	<b>3,246</b>	<b>1,433</b>	<b>984</b>	<b>1,013</b>	<b>2,740</b>	<b>19,092</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	5,604	0	0	0	0	0	0	0	5,604
Issued but Unspent Bonds	2,708	0	0	0	0	0	0	0	0	0	2,708
Other Previously Approved Funds	12,784	0	0	0	0	0	0	0	0	0	12,784
<b>Subtotal Previously Approved Funding</b>	<b>15,492</b>	<b>0</b>	<b>5,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,096</b>
<b>Total Funding Sources</b>	<b>15,992</b>	<b>2,369</b>	<b>7,566</b>	<b>1,693</b>	<b>3,152</b>	<b>3,246</b>	<b>1,433</b>	<b>984</b>	<b>1,013</b>	<b>2,740</b>	<b>40,188</b>

### Program Description

The major focus of the Water Distribution System 10-year capital program is an update to the Water Master Plan. The plan was last updated in 1992. Most of the County's water mains were built in the 1930s, 1940s, and 1950s, with an average useful life of between 75 and 100 years. It is important to update the evaluation of the County's system as many of these pipes are approaching or at their life expectancy. The Water Master Plan update is scheduled to be completed by the end of FY 2013, at which time it will be publicly reviewed and presented to the County Board. A number of water projects have already been programmed into the CIP to address future growth and increase the rate of water main rehabilitation/replacement to keep up with aging infrastructure.

There is a \$3.2 million increase in the gravity transmission main budget for the first six years of the CIP compared to the last six-year capital budget. Total expenditures are planned at \$9 million between FY 2013 and FY 2018 to do work that has preliminarily been identified as part of the master plan update. The adopted 10-year plan also includes completion of the redundant water main on North Glebe Road between Old Glebe Road and Williamsburg Boulevard. (As part of the Maintenance Capital program, the old water main will be replaced after the new line is in place.) Also planned for design start in 2015 is construction of 10,800 linear feet of watermain on North Harrison Street. This project will provide redundancy and improve water pressure in the Ballston area.

The current 10-year plan also includes an increase in water maintenance capital activities due to the current update of the Water Master Plan. These activities are described later in this section.

### Bond Financing Notes

\$5.6 million in unissued bonds from the 2008 referenda will be used for work on the gravity transmission mains.

### Projects

**Improvements for Development** - This funding covers water mains necessary for looping or completion of a block where the developer is only responsible for work immediately on the frontage of the site. Improvements for Development may also cover work to abandon existing mains and the completion of loops in prior developments. When modeling indicates a need for larger water mains, but the development requiring the extra flow is by-right, this funding may be used to do entire projects. These projects are funded by infrastructure availability fees (developer contributions).

**300 Block of 10th Street South & Crystal Drive** – This project will install approximately 500 linear feet of new 12-inch water main from the 300 block of 10th Street South to the intersection of 12th Street South and Crystal Drive, providing looping of the water system to improve reliability and flow to a developing area that is currently served by a dead end water main. Pending acquisition of required easements, this project is expected to be completed in FY 2013.

**Fort Barnard Supply Main** – This project will install 4,500 feet of 12-inch water main. This main will run between the intersection of Columbia Pike and South Quincy Street to the Fort Barnard storage facility. This is a new item for the FY13-22 CIP, budgeted in FY 2013. The Nauck and Douglas Park neighborhoods will be affected by this project.



**Army Navy Country Club Access Rd to 23rd St S** - 3,500 feet of 20-inch water main will be installed to provide redundancy to the Crystal City area. This is a new project in the FY 2013 – FY 2022 CIP. This project will affect the Arlington Ridge neighborhood and will be paid for with infrastructure availability fees (developer contributions).

**Columbia Pike: Wakefield to Oakland** – This project is to replace an existing 12-inch water main built in 1927. This project is scheduled for FY 2015.

**Edison Street / Carlin Springs** – This project provides funding for 8,900 feet of 16-inch water main from North Edison and 10th Street to Arlington Boulevard to provide redundancy and improve fire flow. This is a new project in the FY 2013 – FY 2022 CIP. This project is funded by infrastructure availability fees (developer contributions).

**Army Navy Drive at South Joyce Street** – This project provides for construction of a 16-inch water main and pressure regulator valve upsizing. The project will provide additional water main transmission capacity to the Crystal City area. This project affects the Arlington Ridge and Aurora Highlands neighborhoods. This is a new project in the FY 2013 – FY 2022 CIP, scheduled to be completed in FY 2013.

**Minor Hill Yard Piping** - This is the connection of the Reservoir Transmission Main project to the Minor Hill storage facility. The project was not identified separately in the previous CIP because it is part of the overall project (Reservoir Supply Phase II). During the engineering phase it was determined that a separate phase of the project was necessary because of the complicated connections and piping needed at the Minor Hill site. This project is expected to be completed in FY 2014. This project affects the Williamsburg neighborhood.

**Old Dominion Drive: North Thomas Street to Lorcom** – This provides for the construction of a new 12-inch water main in Old Dominion Drive from North Thomas Street to Lorcom Lane. This project affects the Donaldson Run and Waverly Hills neighborhoods. This project will be executed in FY 2013.

**Reservoir Supply Phase II (Williamsburg Boulevard)** - A new 30-or 36-inch water main will be built along Williamsburg Boulevard from North Glebe Road to Little Falls Road and then along North Powhatan Street to Minor Hill Reservoir. This water main will convey water to and from Minor Hill Reservoir more rapidly, provide a backup for the existing 24-inch water main built in the early 1940's, and increase fire flow capacity for the surrounding area. Neighborhoods affected are Rock Spring and the Williamsburg area. This project will be executed in FY 2013.

**Gravity Transmission Mains** – This project will provide water mains to back up existing transmission capacity through our Gravity One pressure zone. Exact locations unknown at this time, but will parallel the 36-inch mains traveling north and south and will provide an additional connection for the Lee Station water storage and pumping station. The Water System Master Plan indicates the need for this type of funding to ensure a looped water system for redundancy and adequate transmission capacity to developments.

# WATER AND SEWER INFRASTRUCTURE

## WATER DISTRIBUTION

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### North Harrison Street

#### Project Description

Initial funding for 10,800 linear feet of new 24-inch water main. Improves water pressure in the Ballston area. Provides redundancy for the 24-inch water main in North George Mason Drive.

**Associated Master Plan:** Water System Master Plan

**Neighborhood(s):** VARIOUS

#### Changes from Prior CIP

Reduced FY15 funding request from \$500,000 to \$250,000 and FY2016 funding request from \$1 million to \$250,000 based on current spending projection.

Capital Cost Schedule (in \$1,000s)											Notes on Cost Estimates	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	265	273	2,589	2,666	836	0	0	0	0	6,629
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>265</b>	<b>273</b>	<b>2,589</b>	<b>2,666</b>	<b>836</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,629</b>

Funding Schedule (in \$1,000s)											Notes on Funding Schedule	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	265	273	2,589	2,666	836	0	0	0	0	6,629
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>			<b>265</b>	<b>273</b>	<b>2,589</b>	<b>2,666</b>	<b>836</b>					<b>6,629</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>265</b>	<b>273</b>	<b>2,589</b>	<b>2,666</b>	<b>836</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,629</b>

**Glebe Rd - Old Glebe Rd to Williamsburg Blvd**

**Project Description**

Construction of a new 36-inch water main in North Glebe Road from Old Glebe Road to Williamsburg Boulevard. This project will construct a parallel water main to provide a critical backup to the existing 36-inch water main. After the new water main is in service, the existing water main will be taken out of service, inspected and rehabilitated as necessary. Funding for the rehabilitation work on the existing main is included in the Water Sewer Non-Expansion (Maintenance Capital) portion of the CIP.

<p><b>Associated Master Plan:</b> Water System Master Plan</p>	<p><b>Critical Milestones:</b></p> <table border="0"> <tr> <td><i>Start of Construction</i></td> <td><b>March 2012</b></td> </tr> <tr> <td><i>End of Construction</i></td> <td><b>September 2013</b></td> </tr> </table>	<i>Start of Construction</i>	<b>March 2012</b>	<i>End of Construction</i>	<b>September 2013</b>
<i>Start of Construction</i>	<b>March 2012</b>				
<i>End of Construction</i>	<b>September 2013</b>				
<p><b>Neighborhood(s):</b> Old Glebe, Rock Spring, Stafford-Albermarle-Glebe</p>					

**Project Justification**

The existing Glebe Road water main provides water to the County's major storage facility at Minor Hill. The existing main cannot be taken out of service for more than 2 days without a major disruption to the water supply for the Reservoir, Gravity One and Two pressure zones. This project will construct a parallel water main to provide a critical backup to the existing 36-inch water main. Furthermore, a future break in one of the mains will be more easily isolated without disrupting the supply to the storage facility at Minor Hill.

**Associated Costs and Funding Sources**

Funding History  
 2008 Referenda GO Bonds \$4.0M  
 Utilities Capital \$1.0M  
 Total Project Estimate \$5.0M

## Glebe Rd - Old Glebe Rd to Williamsburg Blvd

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
A & E	0	0	0	0	0	0	0	0	0	0	0		
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0		
Construction	3,611	0	0	0	0	0	0	0	0	0	0	3,611	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>3,611</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,611</b>	<i>The construction contract was awarded in November 2011. This project will be executed in FY12/FY13. The total estimate for this project is \$5 million.</i>

Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													<i>In the FY11-16 CIP, \$4 million was included in FY11 for this project (GO Bond funding). In the CY 2010 GO Bond issue, \$4 million was included for this project (bonds were approved in 2008). In addition, \$1 million was allocated to this project from the Utilities Capital Fund in FY 2010</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	2,708	0	0	0	0	0	0	0	0	0	0	2,708	
Other Previously Approved Funds	903	0	0	0	0	0	0	0	0	0	0	903	
<b>Subtotal Previously Approved Funding</b>	<b>3,611</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,611</b>	
<b>Total Revenues</b>	<b>3,611</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,611</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

WATER AND SEWER INFRASTRUCTURE – PLANT EXPANSION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Wet Weather Filtration Facility	18,813	4,432	0	0	0	0	0	0	0	0	23,245
WPCP Master Plan 2001 Update	1,313	0	0	0	0	0	0	0	0	0	1,313
<b>Total Recommendation</b>	<b>20,126</b>	<b>4,432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,558</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	3,424	773	0	0	0	0	0	0	0	0	4,197
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>3,424</b>	<b>773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,197</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	10,982	0	0	0	0	0	0	0	0	0	10,982
Issued but Unspent Bonds	9,219	0	0	0	0	0	0	0	0	0	9,219
Other Previously Approved Funds	160	0	0	0	0	0	0	0	0	0	160
<b>Subtotal Previously Approved Funding</b>	<b>20,361</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,361</b>
<b>Total Funding Sources</b>	<b>23,785</b>	<b>773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,558</b>

**Wet Weather Filtration Facility**

**Project Description**

Retrofit of existing gravity filters with a solids removal technology that would require little to no coagulant chemical to remove the solids, which will ensure the new effluent filters peak operational performance.

<p><b>Associated Master Plan:</b></p>	<p><b>Advisory Commission:</b> Environment and Energy Conservation Commission</p>
<p><b>Neighborhood(s):</b> Arlington Ridge, Aurora Highlands</p>	

**Project Justification**

In recent years the plant has experienced both wet weather and dry weather equipment failures that resulted in significant solids (TSS) concentration, greater than 30mg/L, flowing to the activated sludge effluent (ASE) pump stations, which would be pumped to the new denitrification filters. There is concern that the new denitrification filters nitrogen removal capacity would be degraded if solids concentration exceeding the new filters maximum influent total suspended solids (TSS) of 30 mg/l were permitted to enter the new filters. Furthermore, there is an operational risk and inability for the plant to meet effluent limits if the new denitrification filters performance is compromised with heavy solids influent, which could lead to permit violations and fines.

**Changes from Prior CIP**

The prior CIP included this project at a total of \$30.0 million. The current forecast is \$30.7 million.

**Associated Costs and Funding Sources**

Funding History

2008 Referenda GO Bond \$25.4M

IJ Partner Contributions \$5.3M

Total Project Estimate \$30.7M

# Wet Weather Filtration Facility

Capital Cost Schedule (in \$1,000s)											<b>Notes on Cost Estimates</b>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
A & E	0	0	0	0	0	0	0	0	0	0	0	0	<i>This project is currently under construction, and is scheduled to be complete in FY14.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	18,813	4,432	0	0	0	0	0	0	0	0	23,245	0	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>18,813</b>	<b>4,432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,245</b>	<b>0</b>	
Funding Schedule (in \$1,000s)											<b>Notes on Funding Schedule</b>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
<b>New Funding</b>													<i>Other funding includes Inter-Jurisdictional (IJ) revenue for each IJ Partner's upgrade portion of the costs, which is based on each IJ Partner's reserved capacity. The Authorized but Unissued Bonds for this project were on the 2008 referenda, and will be included in the CY 2012 and CY 2013 issues.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	3,198	773	0	0	0	0	0	0	0	0	3,971	0	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>3,198</b>	<b>773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,971</b>	<b>0</b>	
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	10,982	0	0	0	0	0	0	0	0	0	10,982	0	
Issued but Unspent Bonds	8,292	0	0	0	0	0	0	0	0	0	8,292	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>19,274</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,274</b>	<b>0</b>	
<b>Total Revenues</b>	<b>22,472</b>	<b>773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,245</b>	<b>0</b>	
Projected Additional Operating Costs (in \$1,000s)											<b>Notes on Operating Costs</b>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total		
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	<i>Estimated additional energy cost to pump 50 mgd during a storm event to the gravity filters. Assume 24 events per year. Assumed 6 percent increase in energy costs per year.</i>
Operations Costs (+/-)	22	24	25	27	29	30	32	34	36	38	297	0	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>22</b>	<b>24</b>	<b>25</b>	<b>27</b>	<b>29</b>	<b>30</b>	<b>32</b>	<b>34</b>	<b>36</b>	<b>38</b>	<b>297</b>	<b>0</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>22</b>	<b>24</b>	<b>25</b>	<b>27</b>	<b>29</b>	<b>30</b>	<b>32</b>	<b>34</b>	<b>36</b>	<b>38</b>	<b>297</b>	<b>0</b>	





# WPCP Master Plan 2001 Update

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	<i>The total MP01 project budget is \$568 million. The last components of the MP01 project are scheduled to be completed in FY13, including the new maintenance building, landscaping &amp; paving, and fence art.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,313	0	0	0	0	0	0	0	0	0	1,313	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,313</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												<i>Other funding includes revenue from the County's Inter-Jurisdictional (IJ) Partners whose contributions are based on their respective reserved capacities at the plant and also the upgrade portion of each contract.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	226	0	0	0	0	0	0	0	0	0	226	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	927	0	0	0	0	0	0	0	0	0	0	927
Other Previously Approved Funds	160	0	0	0	0	0	0	0	0	0	0	160
<b>Subtotal Previously Approved Funding</b>	<b>1,087</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,087</b>
<b>Total Revenues</b>	<b>1,313</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,313</b>
Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<b>Notes on Operating Costs</b>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	<i>New operating costs include an increase in utilities expense for new equipment which will be partially offset by reductions resulting from the interior building lighting update, for additional chemical costs associated with the Master Plan 2001 project, and additional tank cleaning costs (estimated net increase of \$600K/year) beginning in FY12.</i>
Operations Costs (+/-)	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	16,000	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	600	600	600	600	600	600	600	600	600	600	6,000	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>2,200</b>	<b>2,350</b>	<b>2,514</b>	<b>2,694</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>13,358</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>2,200</b>	<b>2,350</b>	<b>2,514</b>	<b>2,694</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>13,358</b>	

# WPCP Master Plan 2001 Update

## Associated Costs and Funding Sources

Funding History:

- VRA Loans \$300M
- WQIF Grant \$96.2M
- 2000 Referenda GO Bond \$3.6M
- 2002 Referenda GO Bond \$12.3M
- 2006 Referenda GO Bond \$60.0M
- 2008 Referenda GO Bond \$11.4M
- IJ Partner Contributions \$83.7M
- Utilities Capital \$0.9M
- Total Project Estimate \$568.1M

# Arlington, Virginia

## WATER AND SEWER INFRASTRUCTURE - WPCP NON-EXPANSION: PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Blue Plains Capital Improvements	758	1,007	1,952	1,517	651	1,136	974	400	250	250	8,895
HVAC Operations Control Building	1,100	0	0	0	0	0	0	0	0	0	1,100
Improvements to Eads St Property	400	412	106	109	113	116	119	123	126	130	1,754
WPCP Non-expansion Capital	1,800	3,000	4,000	4,000	4,120	4,243	4,371	4,502	4,637	4,776	39,449
<b>Total Recommendation</b>	<b>4,058</b>	<b>4,419</b>	<b>6,058</b>	<b>5,626</b>	<b>4,884</b>	<b>5,495</b>	<b>5,464</b>	<b>5,025</b>	<b>5,013</b>	<b>5,156</b>	<b>51,198</b>

### CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	589	609	713	714	735	757	780	803	827	852	7,379
PAYG	2,460	3,603	2,533	3,465	4,398	4,502	4,683	4,222	4,186	4,304	38,356
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>3,049</b>	<b>4,212</b>	<b>3,246</b>	<b>4,179</b>	<b>5,133</b>	<b>5,259</b>	<b>5,463</b>	<b>5,025</b>	<b>5,013</b>	<b>5,156</b>	<b>45,735</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	5,463	0	0	0	0	0	0	0	0	0	5,463
<b>Subtotal Previously Approved Funding</b>	<b>5,463</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,463</b>
<b>Total Funding Sources</b>	<b>8,512</b>	<b>4,212</b>	<b>3,246</b>	<b>4,179</b>	<b>5,133</b>	<b>5,259</b>	<b>5,463</b>	<b>5,025</b>	<b>5,013</b>	<b>5,156</b>	<b>51,198</b>

# WATER AND SEWER INFRASTRUCTURE

## WPCP NON-EXPANSION

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Blue Plains Capital Improvements

#### Project Description

The District of Columbia Water and Sewer Authority Blue Plains Plant processes a portion of Arlington County's sewage after transmission through Fairfax County mains. The capital program funds Arlington's annual payment through Fairfax County to the Blue Plains Plant for capital improvements. It also funds improvements to the transmission system.

#### Project Justification

Payment is due under the terms of the October 3, 1994 Sewage Conveyance, Treatment, and Disposal Agreement with Fairfax County.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	758	1,007	1,952	1,517	651	1,136	974	400	250	250	8,895	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>758</b>	<b>1,007</b>	<b>1,952</b>	<b>1,517</b>	<b>651</b>	<b>1,136</b>	<b>974</b>	<b>400</b>	<b>250</b>	<b>250</b>	<b>8,895</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>  <i>The anticipated FY12 carryover amount for this program is \$1.922 million.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	0	0	0	0	0	0	0	0	0	
PAYG	800	800	800	900	900	900	973	400	250	250	6,973	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>800</b>	<b>800</b>	<b>800</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>973</b>	<b>400</b>	<b>250</b>	<b>250</b>	<b>6,973</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	1,922	0	0	0	0	0	0	0	0	0	1,922	
<b>Subtotal Previously Approved Funding</b>	<b>1,922</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,922</b>	
<b>Total Revenues</b>	<b>2,722</b>	<b>800</b>	<b>800</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>973</b>	<b>400</b>	<b>250</b>	<b>250</b>	<b>8,895</b>	

# WATER AND SEWER INFRASTRUCTURE

## WPCP NON-EXPANSION

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### HVAC at the Operations Control Building

#### Project Description

Replacement of the HVAC system in the Operations Control building at the Water Pollution Control Plant.

#### Project Justification

Existing equipment is beyond its useful life. This project will increase energy efficiency and ensure proper temperature control for the process control system and laboratory equipment. This assists in ensuring reliable and repeatable results.

#### Changes from Prior CIP

Funds for this project were requested under the general category "WPCP Non-expansion Capital" in prior CIP.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
A & E	0	0	0	0	0	0	0	0	0	0	0	0	<i>This project is scheduled to be completed in FY 2013. The total cost estimate is \$1.5 million, including prior funding.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,100	0	0	0	0	0	0	0	0	0	0	1,100	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100</b>	
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													<i>Other funding includes Inter-Jurisdictional (IJ) revenue. Each IJ Partner's portion of the cost is based on its reserved capacity.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	187	0	0	0	0	0	0	0	0	0	0	187	
PAYG	0	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>187</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187</b>	
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	913	0	0	0	0	0	0	0	0	0	0	913	
<b>Subtotal Previously Approved Funding</b>	<b>913</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>913</b>	
<b>Total Revenues</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100</b>	

# WATER AND SEWER INFRASTRUCTURE

## WPCP NON-EXPANSION

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Improvements to Eads St Property

**Project Description:** Funding for improvements to a property near the Water Pollution Control Plant that the County purchased in March 2010.

**Associated Master Plan:** WPCP Master Plan

**Project Justification:** Costs are budgeted for general maintenance and potential retaining wall repairs in the early years of the CIP. General maintenance capital activities are included in the out-years.

**Changes from Prior CIP:** FY13 & FY14 spending have each increased by \$0.3 million.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	0	0	0	0	0	0	0	0	0	0	<i>Costs are budgeted for general maintenance and potential retaining wall repairs in the early years of the CIP.</i>
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	400	412	106	109	113	116	119	123	126	130	1,754		
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>400</b>	<b>412</b>	<b>106</b>	<b>109</b>	<b>113</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>126</b>	<b>130</b>	<b>1,754</b>		
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>													<i>The Transit Bureau will contribute 16.8 percent of applicable capital costs at the Eads Street facility, consistent with its share of the space used there. The Interjurisdictional Partners also share in a portion of the capital costs at the facility.</i>
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	96	99	33	34	35	36	37	38	39	40	487		
PAYG	166	313	73	75	78	80	82	85	87	90	1,129		
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>262</b>	<b>412</b>	<b>106</b>	<b>109</b>	<b>113</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>126</b>	<b>130</b>	<b>1,616</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	138	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>		
<b>Total Revenues</b>	<b>400</b>	<b>412</b>	<b>106</b>	<b>109</b>	<b>113</b>	<b>116</b>	<b>119</b>	<b>123</b>	<b>126</b>	<b>130</b>	<b>1,754</b>		

# WATER AND SEWER INFRASTRUCTURE

## WPCP NON-EXPANSION

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### WPCP Non-expansion Capital

**Project Description:** The Water Pollution Control Plant (WPCP) Non-expansion Capital Program provides annually for the repair and replacement of current equipment and infrastructure at the plant and 16 stations (including 12 pumping stations, two ejector stations, and two meter stations). Major components of this program include refurbishing or replacing equipment to prevent premature failure, as well as infrastructure improvements and automating treatment processes to increase efficiency.

**Project Justification:** Maintaining existing plant assets ensures that process equipment will perform and meet or exceed its estimated useful life, and that plant performance will meet regulatory operating limits.

**Changes from Prior CIP:** Increased FY14 spending by \$1.2 million, and spending for FY15 and beyond by \$2.2 million, reflecting the significant addition to the asset base at the plant due to completion of the \$568 million MP01 upgrade. Additionally, an increased level of need is expected once the Wet Weather Filtration Facility is completed in FY14. Scope and timing for future projects are yet to be determined as more experience is gained with the upgraded and expanded plant. The spending / funding plan will be revised as the project schedule is developed.

Capital Cost Schedule (in \$1,000s)											10 Year Total	<b>Notes on Cost Estimates</b>  <i>In FY14, \$2 million is for general maintenance capital, and an additional \$1 million is for larger projects yet to be defined. For FY15 and beyond, the latter figure increases to \$2 million per year.</i>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
A & E	0	0	0	0	0	0	0	0	0	0	0	0		
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0		
Construction	1,800	3,000	4,000	4,000	4,120	4,243	4,371	4,502	4,637	4,776	39,449			
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0			
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0			
<b>Total Project Cost</b>	<b>1,800</b>	<b>3,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,120</b>	<b>4,243</b>	<b>4,371</b>	<b>4,502</b>	<b>4,637</b>	<b>4,776</b>	<b>39,449</b>			
Funding Schedule (in \$1,000s)											10 Year Total	<b>Notes on Funding Schedule</b>  <i>Other funding includes Inter-Jurisdictional (IJ) revenue. Each IJ Partner's portion of the cost is based on its reserved capacity.</i>		
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>														
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0			0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		0	
Other Funding	306	510	680	680	700	721	743	765	788	812	6,705			
PAYG	1,494	2,490	1,660	2,490	3,420	3,522	3,628	3,737	3,849	3,964	30,254			
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0			
<b>Subtotal New Funding</b>	<b>1,800</b>	<b>3,000</b>	<b>2,340</b>	<b>3,170</b>	<b>4,120</b>	<b>4,243</b>	<b>4,371</b>	<b>4,502</b>	<b>4,637</b>	<b>4,776</b>	<b>36,959</b>			
<b>Previously Approved Funding</b>														
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	2,490	0	0	0	0	0	0	0	0	0	2,490			
<b>Subtotal Previously Approved Funding</b>	<b>2,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,490</b>			
<b>Total Revenues</b>	<b>4,290</b>	<b>3,000</b>	<b>2,340</b>	<b>3,170</b>	<b>4,120</b>	<b>4,243</b>	<b>4,371</b>	<b>4,502</b>	<b>4,637</b>	<b>4,776</b>	<b>39,449</b>			

# Arlington, Virginia

## WATER AND SEWER INFRASTRUCTURE: MAINTENANCE CAPITAL PROGRAM FUNDING SUMMARY

CIP  
2013 – 2022

### 10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Water Tank Rehabilitation	388	412	424	437	450	464	478	492	507	522	4,574
Customer Service / Asset Management System	0	747	0	0	0	0	0	0	0	0	747
Infiltration and Inflow	3,000	3,090	3,183	3,278	3,377	3,478	3,582	3,690	3,800	3,914	34,392
Water Main Cleaning and Lining Program	1,800	1,854	1,910	1,967	2,026	2,087	2,149	2,214	2,280	2,349	20,636
Water Main Replacement Program	3,250	4,407	4,244	4,371	4,502	4,637	4,776	4,919	5,067	5,219	45,392
Glebe Road / Rehabilitation of Old Water Main	0	2,060	1,008	0	0	0	0	0	0	0	3,068
Residential Automated Meter Reading	2,557	0	0	0	0	0	0	0	0	0	2,557
Large Diameter Sewer Rehabilitation	500	515	530	546	563	580	597	615	633	652	5,731
Large Valve Rehabilitation/Replacement	514	206	212	219	225	232	239	246	253	261	2,607
Sewer Force Mains	200	206	212	546	225	580	239	246	253	261	2,968
Large Diameter Water Main Rehabilitation	800	464	477	492	506	522	537	553	570	587	5,508
Sewer Main Replacement Program	250	258	265	273	281	290	299	307	317	326	2,866
Washington Aqueduct Capital	2,396	2,336	2,388	2,446	2,511	2,414	2,392	2,300	2,282	2,359	23,824
Water Facility Improvement	20	20	0	0	0	0	0	0	0	0	40
<b>Total Recommendation</b>	<b>15,675</b>	<b>16,575</b>	<b>14,853</b>	<b>14,575</b>	<b>14,666</b>	<b>15,284</b>	<b>15,288</b>	<b>15,582</b>	<b>15,962</b>	<b>16,450</b>	<b>154,910</b>



CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	2,450	1,350	212	656	1,238	1,565	2,329	2,890	2,977	1,370	17,037
Other Funding	100	100	106	109	113	116	119	123	127	130	1,143
PAYG	8,296	12,638	13,527	13,810	13,315	13,603	12,840	12,569	12,858	14,950	128,406
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>10,846</b>	<b>14,088</b>	<b>13,845</b>	<b>14,575</b>	<b>14,666</b>	<b>15,284</b>	<b>15,288</b>	<b>15,582</b>	<b>15,962</b>	<b>16,450</b>	<b>146,586</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	2,060	1,008	0	0	0	0	0	0	0	3,068
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	5,256	0	0	0	0	0	0	0	0	0	5,256
<b>Subtotal Previously Approved Funding</b>	<b>5,256</b>	<b>2,060</b>	<b>1,008</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,324</b>
<b>Total Funding Sources</b>	<b>16,102</b>	<b>16,148</b>	<b>14,853</b>	<b>14,575</b>	<b>14,666</b>	<b>15,284</b>	<b>15,288</b>	<b>15,582</b>	<b>15,962</b>	<b>16,450</b>	<b>154,910</b>

# WATER AND SEWER INFRASTRUCTURE

## WS MAINTENANCE CAPITAL

WATER AND SEWER  
INFRASTRUCTURE  
2013 – 2022 CIP

### Program Description

**Water Tank Rehabilitation** - This project will fund the maintenance and rehabilitation of the water storage tanks at Minor Hill, Lee and Fort Barnard. Annual funding ranges from \$300,000 to \$500,000, for a 10-year total of \$4.6 million for this program.

**Customer Service / Asset Management System** - County staff is exploring Customer Service/Asset Management system alternatives. This new system will have the capabilities to support the work of the Utilities Fund, but could be used by other County staff, such as Parks and Facilities. The implementation process is planned to begin for the Water/Sewer/Streets Bureau in FY 2014. This initial implemten is expected to be paid for by the Utilities Fund as the initial focus will primarily be on water and sanitary sewer. There is \$747,000 in the FY 2014 CIP for this project. Funding is included in FY 2015 PAYG to support other departments that may also implement this system. Please refer to the Enterprise Information Technology section of the CIP for additional information on the Customer Service/Asset Management system.

**Infiltration and Inflow** - This program funds the rehabilitation of the sanitary sewer system to eliminate infiltration and inflow, the unplanned entrance of rain, ground or surface water into the County's sanitary sewer system.

**Water Main Cleaning and Lining Program** - The program concentrates on areas not likely to develop significantly in the foreseeable future. The preliminary findings of the Water Master Plan update indicate that increased activity in this program would be beneficial, and funding is approximately twice the annual budget in the prior CIP.

**Water Main Replacement Program** - This program funds projects that require less engineering and/or timelier implementation than more traditional CIP projects. Projects are named as they are identified in the field. Additionally, this program replaces 4-inch mains where fire flow is an issue, and 2-inch, 1-inch and 1&1/2-inch galvanized "temporary" lines that were installed in the 1920s - 1940s as the County was developing faster than the infrastructure could keep up. These smaller lines are occasional maintenance issues, and provide poor pressure and no fire flow benefit to the system. The funding request for this program has increased based on preliminary evaluation during the Water Master Plan update. A portion of the funding for this program comes from infrastructure availability fees.

**Glebe Road / Rehabilitation of Old Water Main** – This is a new project that was not included in the previous CIP. There is currently a project being carried out in the Water Distribution Program Area to provide a redundant water main between Old Glebe Road and Williamsburg Boulevard. Once the redundant line is in place, the old water main will be replaced as part of Maintenance Capital activities in FY 2014 and FY 2015.

**Residential Automated Meter Reading** - Automated meter reading (AMR) uses technology to increase efficiency and accuracy in meter reading. Benefits of AMR include 1) reduced time required to read routes, 2) improved data accuracy, 3) reduced need to estimate reads due to snow, unexpected staff shortages. In summer 2009, staff replaced meters approaching their length of service with meters having AMR capability for approximately 2,000 residential accounts. The next phase of this project involves the installation of meters having AMR capability for the remaining residential accounts (approximately 31,000) and began in FY 2011. It will be implemented using County staff, focusing first on older meters. Completion is anticipated early in 2013.

**Large Diameter Sewer Rehabilitation** - This program funds the rehabilitation of 15 inch and larger sanitary sewer mains to eliminate infiltration and inflow, the unplanned entrance of rain, ground or surface water into the County's sanitary sewer system.

**Large Valve Rehabilitation/Replacement** – This program provides for rehabilitate or replacement of 16-inch or larger valves and pressure regulating valves on transmission mains.

**Sewer Force Mains** – This project will provide replacement force mains for Donaldson Run, Gulf Run, Windy Run and other sewage lift stations.

**Large Diameter Water Main Rehabilitation** – This project provides for the rehabilitate old (50 - 80 years) large diameter (20 - 36-inch) water mains with internal joint seals, re-linings or other innovative technologies to prolong the life of these water mains. This project is not specifically mentioned in the Water System Master Plan, but it meets the "investment loss" criterion established in the Master Plan for new projects. In the Master Plan under development, this will be a program area of increasing importance due to the age of our water system.

**Sewer Main Replacement Program** - Replaces smaller diameter sewer mains by cut and cover when lining is not possible.

**Washington Aqueduct Capital** - This program provides the County's share of funding for capital improvements to the Washington Aqueduct, the County's wholesale water supplier, which is managed by the U.S. Army Corps of Engineers. A memorandum of understanding between District of Columbia Water and Sewer Authority, the City of Falls Church, Arlington County, and the Department of the Army outlines the County's obligations to the Washington Aqueduct.

**Water Facility Improvement** – This project provides repairs and upgrades to water system buildings such as the pump stations and control center.

# STORMWATER MANAGEMENT PROGRAMS

### Program Description

The Stormwater Management program provides stormwater drainage improvements, stream and channel improvements to enhance flood protection and to improve environmental quality, restoration and/or replacement of stormwater drainage structures, and implementation of key elements of the Four Mile Run Restoration Master Plan. The CIP reflects stormwater activities currently funded by a \$0.013 per \$100 assessed real property value Sanitary District tax. The CIP reflects stormwater capital improvement programs totaling approximately \$39.3 million over the ten year CIP cycle. The FY 2013 - FY 2022 plan does not assume leveraging the anticipated revenues through bond issuance. This may be considered in the future as a means of accomplishing or accelerating those projects identified during completion of the Stormwater Master Plan and the MS4 permit renewal process. From the last CIP (FY11-16), the six year total for capital projects was \$25.6 million compared with an equivalent six year total in this current CIP of \$27.3 million.

### Program Summary

The stormwater management projects identified in the CIP are based on preliminary results of the storm sewer capacity analysis, stream inventory, and watershed retrofit studies currently underway as part of the Stormwater Master Plan update. These studies are scheduled to be completed by the end of 2012. Upon completion of the studies, County staff will have a more detailed understanding of the cost and phasing of future stormwater management projects.

Overall, the storm drainage system performs adequately under most conditions. However, the severe rainfall event in June 2006 highlighted several locations that are subject to flooding. These locations have been identified in the CIP as projects to increase capacity of the storm drainage network while the capacity analysis is being performed. The results of the capacity analysis will be used to further identify and prioritize projects to increase storm drainage capacity. The additional capacity will help to reduce the frequency of flooding on private property (flooded houses) and will help to reduce the frequency of sanitary sewer backups downstream.

The County's Municipal Separate Storm Sewer System (MS4) permit is also expected to be renewed by the state in CY 2013 and is expected to extend for a five-year period. The results of the new permit will require that future CIPs be adjusted to provide for the more stringent and aggressive requirements necessary to address the Chesapeake Bay Total Maximum Daily Load (TMDL), a pollution budget for the Bay issued by the U.S. Environmental Protection Agency in December 2010. Local costs to comply with the TMDL by the current target date of 2025 are still being refined, but could require substantially higher investments in urban stormwater quality improvement measures than are currently presented in the CIP. The three major components of the stormwater program are:

- The **Environmental Quality** component of the Stormwater Management Program (totaling \$16.8 million over the ten year plan) focuses on stream restoration and watershed retrofit projects and includes implementation of the stream restoration elements of the Four Mile Run Restoration Master Plan. The County's stream system has been heavily impacted by legacy land use and drainage decisions. Stream restoration is among the critical tools of the County's long-term watershed management program. The primary stream restoration approach includes energy dissipation with strategic grade controls, re-connection with a floodplain area, and extensive planting for bank/floodplain stability and habitat. Watershed retrofit projects add stormwater storage and filtration to the landscape where none currently exists. Most of these projects will construct bioretention systems with engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes. Priority stream restoration and watershed retrofit projects are being identified through the Stormwater Master Plan update. Several projects have been funded /completed with prior CIP funds. These projects will also be implemented as part of the long-term implementation of the Stormwater Master Plan.
- **Capital Maintenance** (totaling \$4.8 million over the ten year plan) projects provide for the orderly and planned rehabilitation or replacement of storm sewer mains, catch basins, outfalls, and flood protection structures as their condition deteriorates. Particular attention will be paid to approximately 11 miles of corrugated metal pipes and plate arch culverts in the storm drainage network that have deteriorated more quickly than other materials. A proactive program of capital maintenance increases the reliability of the collection system and is anticipated to be less expensive in the long term than making major repairs on an emergency basis.

- Storm Drainage improvement projects (totaling \$17.7 million over the ten-year plan) provide additional system capacity at locations identified in the capacity study as requiring additional capacity. These projects are prioritized based on the consequences of system failure: the greater the damage that occurs during an overflow, the higher the priority assigned to that project. Initially, projects identified in the CIP are focused on locations with limited overland relief that are known to experience flood damage during severe events. As each of these projects is completed, the project with the next highest priority will be added to the CIP.

### **Master Plan Impact**

Work is currently underway on an update of the County's Stormwater Master Plan. A comprehensive, countywide storm sewer capacity analysis is being conducted for drainage basins that experienced serious flooding problems in June 2006. This capacity analysis will be completed in Fall 2012. An update of the County's 1999 stream inventory was also completed in Fall 2011 and will be used to help establish priorities for future stream restoration projects. Watershed retrofit plans are being developed to identify potential locations for stormwater quality retrofit projects. A community outreach process also began during 2011 to engage various commissions, civic associations, and residents in a dialogue about stormwater programs and policies. This civic engagement effort will continue throughout 2012, with County Board adoption of the updated Stormwater Master Plan anticipated in early 2013.

**STORMWATER MANAGEMENT: PROGRAM FUNDING SUMMARY**

CIP  
2013 – 2022

10 YEAR PROGRAMMED CATEGORY SUMMARY (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Environmental Quality	859	5,280	2,030	2,420	2,150	2,150	2,150	1,250	1,250	1,250	20,789
SM Maintenance Capital	400	400	400	400	500	500	500	500	600	600	4,800
Storm Drainage Improvements	1,600	1,600	1,600	1,600	1,800	1,800	1,900	1,800	2,000	2,000	17,700
<b>Total Recommendation</b>	<b>2,859</b>	<b>7,280</b>	<b>4,030</b>	<b>4,420</b>	<b>4,450</b>	<b>4,450</b>	<b>4,550</b>	<b>3,550</b>	<b>3,850</b>	<b>3,850</b>	<b>43,289</b>

PROGRAM FUNDING SOURCES (IN \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	40	0	130	0	0	0	0	0	0	0	170
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	2,619	3,480	3,900	4,420	4,450	4,450	4,550	3,550	3,850	3,850	39,119
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>2,659</b>	<b>3,480</b>	<b>4,030</b>	<b>4,420</b>	<b>4,450</b>	<b>4,450</b>	<b>4,550</b>	<b>3,550</b>	<b>3,850</b>	<b>3,850</b>	<b>39,289</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	200	3,800	0	0	0	0	0	0	0	0	4,000
<b>Subtotal Previously Approved Funding</b>	<b>200</b>	<b>3,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>
<b>Total Funding Sources</b>	<b>2,859</b>	<b>7,280</b>	<b>4,030</b>	<b>4,420</b>	<b>4,450</b>	<b>4,450</b>	<b>4,550</b>	<b>3,550</b>	<b>3,850</b>	<b>3,850</b>	<b>43,289</b>

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
01 SW Master Plan stream restoration projects	0	0	525	525	525	525	525	525	525	525	4,200
02 Pimmit Run - Phase III / IV stream restoration	0	0	130	520	0	0	0	0	0	0	650
03 SW Master Plan watershed retrofit projects	40	45	400	400	650	650	650	650	650	650	4,785
04 Four Mile Run tidal restoration	200	4,800	0	0	0	0	0	0	0	0	5,000
05 Four Mile Run non-tidal restoration	0	0	900	900	900	900	900	0	0	0	4,500
06 SW Master Plan stormwater outfall repairs	75	75	75	75	75	75	75	75	75	75	750
07 Williamsburg Blvd median watershed retrofit II	214	0	0	0	0	0	0	0	0	0	214
08 N Patrick Henry Dr/20th St N watershed retrofit	240	0	0	0	0	0	0	0	0	0	240
09 John Marshall Drive median watershed retrofit	20	180	0	0	0	0	0	0	0	0	200
10 N Sycamore Street median watershed retrofit	20	180	0	0	0	0	0	0	0	0	200
11 S Walter Reed Dr watershed retrofit	50	0	0	0	0	0	0	0	0	0	50
<b>Total Recommendation</b>	<b>859</b>	<b>5,280</b>	<b>2,030</b>	<b>2,420</b>	<b>2,150</b>	<b>2,150</b>	<b>2,150</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>20,789</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	40	0	130	0	0	0	0	0	0	0	170
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	619	1,480	1,900	2,420	2,150	2,150	2,150	1,250	1,250	1,250	16,619
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>659</b>	<b>1,480</b>	<b>2,030</b>	<b>2,420</b>	<b>2,150</b>	<b>2,150</b>	<b>2,150</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>16,789</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	200	3,800	0	0	0	0	0	0	0	0	4,000
<b>Subtotal Previously Approved Funding</b>	<b>200</b>	<b>3,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>
<b>Total Funding Sources</b>	<b>859</b>	<b>5,280</b>	<b>2,030</b>	<b>2,420</b>	<b>2,150</b>	<b>2,150</b>	<b>2,150</b>	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>	<b>20,789</b>



### 01 SW Master Plan stream restoration projects

#### Project Description

The County's stream system has been heavily impacted by legacy land use and drainage decisions. Stream restoration is among the critical tools of the County's long-term watershed management program. The primary stream restoration approach includes energy dissipation with strategic grade controls, re-connection with a floodplain area, and extensive planting for bank/floodplain stability and habitat. Priority stream restoration projects are being identified through the Stormwater Master Plan update. Several projects have been funded/completed with prior CIP funds.

<b>Associated Master Plan:</b> Storm Water Master Plan, Watershed Management Plan	<b>Critical Milestones:</b>  <i>County-wide stream assessment completed</i> <b>Fall 2011</b>  <i>Prioritization/project identification through SW Master Plan update</i> <b>CY 2013</b>	<b>Advisory Commission:</b> Environment and Energy Conservation Commission, Park and Recreation Commission, Urban Forestry Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

The key benefits of stream restoration include: protection of infrastructure: trails, utilities, facilities, private property; improved riparian and aquatic habitat; and, improved aesthetics and recreation. Stream restoration is a central component of the County's watershed management program and is also a key strategy to comply with the pollutant reductions required by the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

The County's new MS4 permit, expected to be issued during CY2013, will determine the level of stream restoration needed to meet the Chesapeake Bay cleanup effort requirements. It is anticipated that more stream restoration will be required than the funding schedule presented here can support. However, the amount of nutrient and sediment reduction credits the Chesapeake Bay Program will allow for stream restoration will play a large factor in determining how much stream restoration will be required. A decision on stream restoration credits will not be known until Fall 2012. In addition, the County is exploring whether the high-level of nutrient reductions achieved by the Water Pollution Control Plant upgrades can be used as credit for a period of several decades, allowing more time for the long-term implementation of stream restoration and watershed retrofits across the landscape. It is not yet known whether Virginia or the Chesapeake Bay Program will approve this approach. If stream restoration credits remain at existing Bay Program levels, and if use of the WPCP credits is not allowed, then the costs of the stream restoration portion of complying with the Bay TMDL will be higher than those presented here for stream restoration. In addition, these costs will be borne between now and the Bay TMDL compliance deadline of 2025. If the use of WPCP credits is allowed, then these costs can be spread over a longer time period. If higher stream restoration credits are issued by the Bay Program, the costs of the stream restoration portion of complying with the Bay TMDL will be higher than the funding levels presented here. FTE impacts will be similarly increased.

## 01 SW Master Plan stream restoration projects

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	105	105	105	105	105	105	105	105	840	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	420	420	420	420	420	420	420	420	3,360	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>4,200</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	525	525	525	525	525	525	525	525	4,200	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>			<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>4,200</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>4,200</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	120	120	120	240	240	240	1,080	
Operations Costs (+/-)	0	0	0	0	10	20	30	40	50	60	210	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>140</b>	<b>150</b>	<b>280</b>	<b>290</b>	<b>300</b>	<b>1,290</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>140</b>	<b>150</b>	<b>280</b>	<b>290</b>	<b>300</b>	<b>1,290</b>	

# STORMWATER MANAGEMENT

## ENVIRONMENTAL QUALITY

STORMWATER  
MANAGEMENT  
2013 – 2022 CIP

### 02 Pimmit Run - Phase III / IV stream restoration

#### Project Description

This project implements key recommendations from Little Pimmit Run Advisory Group on Downstream Impacts to improve stream stability, habitat, ecological function, and aesthetics and to maintain and enhance flood protection and safety. There is a parallel infrastructure component to fund potential replacement of the two Dumbarton Street culverts and other infrastructure.

<b>Associated Master Plan:</b> Storm Water Master Plan, Watershed Management Plan	<b>Critical Milestones:</b>  <i>Concept designs through community process</i> <b>June 2010</b>  <i>Initial planning</i> <b>FY 2013</b>	<b>Advisory Commission:</b> Environment and Energy Conservation Commission, Park and Recreation Commission, Urban Forestry Commission
<b>Neighborhood(s):</b> Rock Spring		

#### Project Justification

This project is a downstream component of comprehensive work in the Little Pimmit Run stream corridor to address significant flood risks in upstream areas. The Phase I and II projects replaced culverts at Old Dominion Drive and Williamsburg Blvd that caused substantial flooding problems upstream. The focus of the Phase III study and Phase IV implementation is to address flooding and stream channel erosion issues in areas downstream of these culverts.

**02 Pimmit Run - Phase III / IV stream restoration**

Capital Cost Schedule (in \$1,000s)											<i>Notes on Cost Estimates</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
A & E	0	0	130	0	0	0	0	0	0	0	0	130
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	520	0	0	0	0	0	0	0	520
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	0
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>

Funding Schedule (in \$1,000s)											<i>Notes on Funding Schedule</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
<b>New Funding</b>												
State/Federal Funding	0	0	130	0	0	0	0	0	0	0	0	130
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	0
Other Funding	0	0	0	520	0	0	0	0	0	0	0	520
PAYG	0	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>			<b>130</b>	<b>520</b>								<b>650</b>
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>

Projected Additional Operating Costs (in \$1,000s)											<i>Notes on Operating Costs</i>	
	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		10 Year Total
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Operations Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	0
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	0
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	0
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Less Fees	0	0	0	0	0	0	0	0	0	0	0	0
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# STORMWATER MANAGEMENT

## ENVIRONMENTAL QUALITY

STORMWATER  
MANAGEMENT  
2013 – 2022 CIP

### 03 SW Master Plan watershed retrofit projects

#### Project Description

Watershed retrofit projects add stormwater storage and filtration to the landscape where none currently exists. Most of these projects will construct bioretention systems with engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes. These projects will be implemented as part of the long-term implementation of the Stormwater Master Plan. Priority watershed retrofit projects are being identified through the Stormwater Master Plan update. Several projects have been funded/completed with prior CIP funds.

<b>Associated Master Plan:</b> Storm Water Master Plan, Watershed Management Plan	<b>Critical Milestones:</b>  <i>Subwatershed retrofit assessments</i> <b>2009-2012</b> <i>Prioritization/project identification</i> <b>CY 2013</b> <i>through SW Master Plan update</i>	<b>Advisory Commission:</b> Environment and Energy Conservation Commission
<b>Neighborhood(s):</b> VARIOUS		

#### Project Justification

Cumulatively, these projects will help to improve stormwater quality, protect investments in stream restoration, and serve as an important component of the County's obligations under its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

The County's next MS4 permit, expected to be issued during CY2013, will determine the level of watershed retrofitting needed to meet the Chesapeake Bay cleanup requirements. It is anticipated that more retrofitting will be required than the funding schedule presented in this CIP. However, the amount of nutrient and sediment reduction credits the Chesapeake Bay Program will allow for stream restoration will play a large factor in determining how much watershed retrofitting will be required. A decision on stream restoration credits will not be known until mid-2012. In addition, the County is exploring whether the high-level of nutrient reductions achieved by the Water Pollution Control Plant upgrades can be used as credit for a period of at least several decades, allowing more time for the long-term implementation of watershed retrofits across the landscape. It is not yet known whether Virginia or the Chesapeake Bay Program will approve this approach. If stream restoration credits remain at existing Bay Program levels, and if use of the WPCP credits is not allowed, then the costs of complying with the Bay TMDL will be up to two orders of magnitude larger than those presented here for watershed retrofits. In addition, these costs will be borne between now and the Bay TMDL compliance deadline of 2025. If the use of WPCP credits is allowed, then these costs can be spread over a longer time period. If higher stream restoration credits are issued by the Bay Program, the costs of the watershed retrofit portion of complying with the Bay TMDL will be an estimated one-half to one order of magnitude higher than the funding levels presented here. FTE impacts will be similarly increased.

### 03 SW Master Plan watershed retrofit projects

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	40	40	65	65	65	65	65	65	470	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	40	45	360	360	585	585	585	585	585	585	4,315	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>40</b>	<b>45</b>	<b>400</b>	<b>400</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>4,785</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	40	45	400	400	650	650	650	650	650	650	4,785	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>	<b>40</b>	<b>45</b>	<b>400</b>	<b>400</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>4,785</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Revenues</b>	<b>40</b>	<b>45</b>	<b>400</b>	<b>400</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>650</b>	<b>4,785</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	120	120	120	120	120	120	720	
Operations Costs (+/-)	0	0	0	0	18	27	36	45	54	63	243	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>147</b>	<b>156</b>	<b>165</b>	<b>174</b>	<b>183</b>	<b>963</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>147</b>	<b>156</b>	<b>165</b>	<b>174</b>	<b>183</b>	<b>963</b>	

# STORMWATER MANAGEMENT

## ENVIRONMENTAL QUALITY

STORMWATER  
MANAGEMENT  
2013 – 2022 CIP

### 04 Four Mile Run tidal restoration

#### Project Description

This project implements a central element of the adopted Four Mile Run Restoration Master Plan: restoration of the tidal area from Mt. Vernon Avenue to the Potomac River with new wetlands, streambank plantings, and recreational access.

<p><b>Associated Master Plan:</b> Four Mile Run Design Guidelines, Four Mile Run Restoration Master Plan, Natural Resources Management Plan (NRMP), Public Spaces Master Plan (PSMP), Storm Water Master Plan, Watershed Management Plan</p>	<p><b>Critical Milestones:</b></p> <table> <tr> <td><i>Final design</i></td> <td>2013</td> </tr> <tr> <td><i>Construction</i></td> <td>2014</td> </tr> </table>	<i>Final design</i>	2013	<i>Construction</i>	2014	<p><b>Advisory Commission:</b> Environment and Energy Conservation Commission, Park and Recreation Commission, Urban Forestry Commission</p>
<i>Final design</i>	2013					
<i>Construction</i>	2014					
<p><b>Neighborhood(s):</b> VARIOUS</p>						

#### Project Justification

Stream and wetland restoration along the Four Mile Run flood control project are the central elements of the Four Mile Run Restoration Master Plan, adopted by Arlington County and the City of Alexandria in March 2006.

## 04 Four Mile Run tidal restoration

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	200	0	0	0	0	0	0	0	0	0	200	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	4,800	0	0	0	0	0	0	0	0	4,800	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>200</b>	<b>4,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>	
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22				
<b>New Funding</b>													
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0		
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0		
Other Funding	0	1,000	0	0	0	0	0	0	0	0	1,000		
PAYG	0	0	0	0	0	0	0	0	0	0	0		
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0		
<b>Subtotal New Funding</b>		<b>1,000</b>									<b>1,000</b>		
<b>Previously Approved Funding</b>													
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0		
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0		
Other Previously Approved Funds	200	3,800	0	0	0	0	0	0	0	0	4,000		
<b>Subtotal Previously Approved Funding</b>													
<b>Total Revenues</b>	<b>200</b>	<b>4,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>		

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	15	15	15	15	15	15	15	15	120	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>120</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>120</b>	



### 05 Four Mile Run non-tidal restoration

#### Project Description

This project implements a central element of the adopted Four Mile Run Restoration Master Plan: restoration of the non-tidal area from Shirlington to Mt. Vernon Avenue with a more stable, ecologically-enhanced stream, streambank plantings, and recreational access.

<p><b>Associated Master Plan:</b> Four Mile Run Design Guidelines, Four Mile Run Restoration Master Plan, Natural Resources Management Plan (NRMP), Public Spaces Master Plan (PSMP), Storm Water Master Plan, Watershed Management Plan</p>	<p><b>Advisory Commission:</b> Environment and Energy Conservation Commission, Park and Recreation Commission, Urban Forestry Commission</p>
<p><b>Neighborhood(s):</b> VARIOUS</p>	

#### Project Justification

Stream and wetland restoration along the Four Mile Run flood control project are the central elements of the Four Mile Run Restoration Master Plan, adopted by Arlington County and the City of Alexandria in March 2006.

#### Changes from Prior CIP

Federal cost-share not included, given changes in U.S. Army Corps of Engineers cost-benefit analysis.

## 05 Four Mile Run non-tidal restoration

Capital Cost Schedule (in \$1,000s)											10 Year Total	<i>Notes on Cost Estimates</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
A & E	0	0	200	200	0	0	0	0	0	0	400	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	700	700	900	900	900	0	0	0	4,100	
Relocation and Temp Facilities	0	0	0	0	0	0	0	0	0	0	0	
Equipment and Furnishings	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Project Cost</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500</b>	

Funding Schedule (in \$1,000s)											10 Year Total	<i>Notes on Funding Schedule</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
<b>New Funding</b>												
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0	
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0	
Other Funding	0	0	900	900	900	900	900	0	0	0	4,500	
PAYG	0	0	0	0	0	0	0	0	0	0	0	
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal New Funding</b>			<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>				<b>4,500</b>	
<b>Previously Approved Funding</b>												
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0	
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0	
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0	
<b>Subtotal Previously Approved Funding</b>												
<b>Total Revenues</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500</b>	

Projected Additional Operating Costs (in \$1,000s)											10 Year Total	<i>Notes on Operating Costs</i>  <i>Invasive plant and litter control activities.</i>
FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22			
Anticipated FTEs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Operations Costs (+/-)	0	0	0	0	0	0	0	15	15	15	45	
Facilities Costs (+/-)	0	0	0	0	0	0	0	0	0	0	0	
Master Lease Financing Cost	0	0	0	0	0	0	0	0	0	0	0	
Maintenance Capital Impact	0	0	0	0	0	0	0	0	0	0	0	
Bond Financing Cost (P & I Payments)	0	0	0	0	0	0	0	0	0	0	0	
<b>Gross Operating Costs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>45</b>	
Less Fees	0	0	0	0	0	0	0	0	0	0	0	
<b>Net Operating Cost</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>45</b>	

### **06 Master Plan stormwater outfall repairs**

In conjunction with Storm Drainage Improvements Program, the project repairs eroded natural channel areas below failed/damaged stormwater outfalls. This work also complements the stream restoration program and will be incorporated into specific stream restoration projects, where applicable. Priority projects are being identified through the Stormwater Master Plan update.

### **07 Williamsburg Blvd median watershed retrofit II**

This watershed retrofit project is coordinated with a Neighborhood Conservation Program project to add planted medians and other pedestrian- and transportation-related elements to Williamsburg Boulevard. Two of the medians will function as bioretention systems with engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes. Implementation of this project with an NC project will result in reduced planning and design time and overall project costs relative to implementation on its own. Cumulatively, watershed retrofit projects will help to improve stormwater quality, protect investments in stream restoration, and serve as an important component of the County's obligations under its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

### **08 N Patrick Henry Dr/20th St N watershed retrofit**

This watershed retrofit project is coordinated with a Neighborhood Conservation Program project that will improve pedestrian and traffic circulation on Patrick Henry Drive and intersecting streets. Bioretention, which includes engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes, will be incorporated in the curbside infrastructure of the 1800 and 2000 blocks of Patrick Henry Drive. The interior of an extended traffic calming bump-out will become an additional bioretention facility. Joint implementation of this project with an NC project will result in reduced planning and design time and overall project costs relative to a stand alone project. Cumulatively, watershed retrofit projects will help to improve stormwater quality, protect investments in stream restoration, and serve as an important component of the County's obligations under its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

### **09 John Marshall Drive median watershed retrofit**

This project will redesign a portion of the large median within John Marshall Drive as a bioretention system with engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes. This project is being designed in conjunction with the West Little Pimmit Run Phase I storm sewer project. Cumulatively, watershed retrofit projects will help to improve stormwater quality, protect investments in stream restoration, and serve as an important component of the County's obligations under its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

### **10 N Sycamore Street median watershed retrofit**

A bioretention system with engineered soils and specialized plantings will be constructed in the median of N. Sycamore St as part of a joint Neighborhood Conservation Program/watershed retrofit project. The construction of new median on N. Sycamore St through the NC Program provides an opportunity that would not otherwise have existed to

store and filter stormwater runoff from nearby streets and homes. In addition, the joint project will provide traffic and pedestrian circulation benefits, improve traffic safety, improve aesthetics and add canopy trees to the community. Cumulatively, watershed retrofit projects will help to improve stormwater quality, protect investments in stream restoration, and serve as an important component of the County's obligations under its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

## **11 S Walter Reed Dr watershed retrofit**

This watershed retrofit project takes advantage of recent transportation decal fee-funded improvements to S. Walter Reed Dr including elimination of a dedicated right turning lane onto the Four Mile Run Dr access road. A bioretention system will be added to the right-of-way at this location to store and filter stormwater runoff from S. Walter Reed Dr and adjacent roads and rooftops. Funding for design of this project will be provided by the transportation decal fee. Cumulatively, watershed retrofit projects will help to improve stormwater quality, protect investments in stream restoration, and serve as an important component of the County's obligations under its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay Total Maximum Daily Load (TMDL) cleanup effort.

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
A Sycamore St & 24th St N	300	0	0	0	0	0	0	0	0	0	300
B Spout Run - 18th St N between N Utah & N Upton	400	1,200	0	0	0	0	0	0	0	0	1,600
C Spout Run - 16th St N & N Taylor St to 19th Rd N	200	300	700	500	0	0	0	0	0	0	1,700
D Spout Run - 19th St N & N Upton St to 20th St N	0	0	0	400	1,600	0	0	0	0	0	2,000
E 9th St N between N Liberty & N Livingston	100	0	500	0	0	0	0	0	0	0	600
F 11th St N @ N Kennebec St	600	0	0	0	0	0	0	0	0	0	600
G Little Pimmit Run Phases III & IV	0	100	400	400	0	0	0	0	0	0	900
H Lubber Run - 14th St N @ N Buchanan to 20th St	0	0	0	200	200	1,600	1,600	0	0	0	3,600
I Lubber Run - 14th St N & N Buchanan to 18th St	0	0	0	100	0	200	300	1,200	0	0	1,800
J Crossman Run - 2400 block N Rockingham to 2600	0	0	0	0	0	0	0	400	1,500	0	1,900
K Other Projects from the Storm Water Master Plan	0	0	0	0	0	0	0	200	500	2,000	2,700
<b>Total Recommendation</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,800</b>	<b>1,800</b>	<b>1,900</b>	<b>1,800</b>	<b>2,000</b>	<b>2,000</b>	<b>17,700</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Sanitary District Tax Funding	1,600	1,600	1,600	1,600	1,800	1,800	1,900	1,800	2,000	2,000	17,700
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Funding	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,800</b>	<b>1,800</b>	<b>1,900</b>	<b>1,800</b>	<b>2,000</b>	<b>2,000</b>	<b>17,700</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,800</b>	<b>1,800</b>	<b>1,900</b>	<b>1,800</b>	<b>2,000</b>	<b>2,000</b>	<b>17,700</b>

# STORMWATER MANAGEMENT

## STORM DRAINAGE IMPROVEMENTS

STORMWATER  
MANAGEMENT  
2013 – 2022 CIP

### Program Description

These projects provide additional capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can result in significant damage to homes. While the County can increase system capacity, some locations will always have some level of vulnerability. The majority of the projects identified in this program address areas that were flooded in the June 2006 storm; the update of the Stormwater Master Plan will be used to refine the designs of these projects.

#### **A Sycamore St & 24th St N** Arlington-East Falls Church Neighborhood

The project constructs approximately 1100 linear feet of large diameter storm sewer from the vicinity of N. Rockingham St. and 24th Street North to N. Sycamore St. and Washington Blvd. The additional capacity will help to reduce the frequency of flooding on private property (flooded houses) and will help to reduce the frequency of sanitary sewer backups downstream.

#### **B Spout Run - 18th St N between N Utah & N Upton** Cherrydale, Waverly Hills Neighborhood

The project constructs approximately 2900 linear feet of 72 inch storm sewer with associated manholes and catch basins between the intersection of 15th St. N. and N. Stafford St., and the intersection of 19th St. N. and N. Upton St. This project will help to reduce the frequency of flooding in the public right of way and on private property (flooded multiple houses up to two feet) 18th Street N. between N. Upton Street and N. Utah St. and will also help to reduce the frequency of sanitary sewer backups downstream.

#### **C Spout Run - 16th St N & N Taylor St to 19th Rd N** Cherrydale & Waverly Hills Neighborhoods

The project constructs approximately 1700 linear feet of large diameter storm sewer along N. Taylor St. between 16th St. N. and 19th St. This project will help to reduce the frequency of flooding in the public right of way and on private property, and will help to reduce the frequency of sanitary sewers backups downstream.

#### **D Spout Run - 19th St N & N Upton St to 20th St N** Waverly Hills Neighborhood

The project constructs approximately 2000 linear feet of large diameter storm sewer between the intersection of 19th St N and N Upton St and the intersection of 20th St N and 21 St N. This project will help to reduce the frequency of flooding in the public right of way and on private property and will also help to reduce the frequency of sanitary sewer backups downstream. While severe flooding at this location appears to be less frequent than the normal 10-year design event, the magnitude of the flooding and associated safety threats suggest that a greater design event may be appropriate.

#### **E 9th St N between N Liberty & N Livingston** Dominion Hills Neighborhood

The project constructs approximately 1500 linear feet of large diameter storm sewer between the vicinity of 9th St. N. and N. Livingston St. and the outfall at Four Mile Run. This project will help to reduce the frequency of flooding in the public right of way and on private property (flooded houses) on 9th Street N. between N. Livingston Street and N. Liberty Street. Flooding appears to be relatively frequent at this location.

**F 11th St N @ N Kennebec St** Westover Village Neighborhood

The project constructs approximately 600 linear feet of large diameter storm sewer between 11th St. N @ N. Kennebec St. to the outfall in Four Mile Run. This project will help to reduce the frequency of flooding in the public right of way and on private property (flooded apartment building, damaged cars parked in the street). Flooding at this location appears to be more frequent than the normal 10-year design event.

**G Little Pimmit Run Phases III & IV** Rock Spring Neighborhood

This project is a downstream component of comprehensive work in the Little Pimmit Run stream corridor to address significant flood risks in upstream areas. The Phase I and II projects replaced culverts at Old Dominion Drive and Williamsburg Blvd that caused substantial flooding problems upstream. The focus of the Phase III study and Phase IV is to potentially replace the two Dumbarton Street culverts, and other infrastructure repairs / upgrades. This will implement key recommendations provided from the Little Pimmit Run Advisory Group on Downstream Impacts to maintain and enhance flood protection and safety. There is a parallel environmental component to fund projects to improve stream stability, habitat, ecological function, and aesthetics.

**H Lubber Run - 14th St N @ N Buchanan to 20th St** Waycroft-Woodlawn Neighborhood

The project constructs approximately 3500 linear feet of large diameter storm sewer between 14th St. N. and N. Buchanan St. and the intersection of 20th St. N. and N. George Mason Dr. This project will help to reduce the frequency of flooding in the public right of way and on private property and will also help to reduce the frequency of sanitary sewer backups downstream.

**I Lubber Run - 14th St N & N Buchanan to 18th St** Waycroft-Woodlawn Neighborhood

The project constructs approximately 1800 linear feet of large diameter storm sewer along N. Buchanan St. between 14th St. N. and 18th St. N. This project will help to reduce the frequency of flooding in the public right of way and on private property and will also help to reduce the frequency of sanitary sewer backups downstream.

**J Crossman Run - 2400 block N Rockingham to 2600** Arlington-East Falls Church Neighborhood

The project constructs approximately 1900 linear feet of large diameter storm sewer from the 2400 block of North Rockingham Street to the 2600 block of North Roosevelt Street. This project will help to reduce the frequency of flooding in the public right of way and on private property and will also help to reduce the frequency of sanitary sewer backups downstream.

**K Other Projects from the Storm Water Master Plan** Various Neighborhoods

This project constructs large diameter storm sewers throughout the County in priority order as identified in the Stormwater Master Plan. These projects will help to reduce the frequency of flooding in the public right of way and on private property and will also help to reduce the frequency of sanitary sewer backups downstream.



STORMWATER MANAGEMENT: MAINTENANCE CAPITAL

CIP  
2013 – 2022

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
Storm Sewer Rehabilitation / Replacement	225	25	325	325	425	425	425	425	525	525	3,650
Outfall Repair	75	75	75	75	75	75	75	75	75	75	750
Four Mile Run Flood Control Project Flood Wall	100	300	0	0	0	0	0	0	0	0	400
<b>Total Recommendation</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>600</b>	<b>600</b>	<b>4,800</b>

CATEGORY FUNDING SOURCES (in \$1,000s)

	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	10 Year Total
<b>New Funding</b>											
State/Federal Funding	0	0	0	0	0	0	0	0	0	0	0
Developer Contributions	0	0	0	0	0	0	0	0	0	0	0
Other Funding	400	400	400	400	500	500	500	500	600	600	4,800
PAYG	0	0	0	0	0	0	0	0	0	0	0
New Bond Referenda	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal New Funding</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>600</b>	<b>600</b>	<b>4,800</b>
<b>Previously Approved Funding</b>											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	0	0	0	0	0	0	0	0	0	0	0
Other Previously Approved Funds	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal Previously Approved Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Funding Sources</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>600</b>	<b>600</b>	<b>4,800</b>

# STORMWATER MANAGEMENT

## MAINTENANCE CAPITAL

STORMWATER  
MANAGEMENT  
2013 – 2022 CIP

### **Program Description**

Much of Arlington County's stormwater infrastructure was built during the 1940's and 1950's. It is approaching the end of its useful life and a regular repair and replacement program is necessary to ensure the continued functioning of the storm drainage network during storm events in order to prevent flooding and property damage.

This category of projects provides for the orderly and planned replacement of storm sewer mains, catch basins, and endwalls (with their associated outfalls). Particular attention will be paid to the approximate 11 miles of corrugated metal pipes and plate arch culverts that have deteriorated more quickly than other materials. Associated Master Plans include the Watershed Management Plan and the Stormwater Master Plan.

### **Storm Sewer Rehabilitation / Replacement**

This category of projects provides for the orderly and planned rehabilitation / replacement of storm sewer mains and catch basins as their condition deteriorates. Particular attention will be paid to the approximate 11 miles of corrugated metal pipes and plate arch culverts that have deteriorated more quickly than other materials. A proactive program of capital maintenance increases the reliability of the collection system, and is anticipated to be less expensive in the long term than making major repairs on an emergency basis. The level of funding places the storm drainage system on an approximate 500-year replacement / rehabilitation cycle.

### **Outfall Repair**

This category of projects provides for the orderly and planned repair of endwalls and their associated outfalls as their condition deteriorates. A proactive program of capital maintenance increases the reliability of the collection system, and is anticipated to be less expensive in the long term than making major repairs on an emergency basis.

### **Four Mile Run Flood Control Project Flood Wall**

This flood wall was constructed as part of the US Army Corps of Engineers Four Mile Run Flood Control Project, completed in 1980. The agreement between the Federal government and Arlington County requires the County to maintain this flood wall. This project rehabilitates multiple joints in the flood wall and patch spalling concrete in order for the wall to continue to help provide flood protection along Four Mile Run.



# Arlington Public Schools School Board's Adopted FY 2013 - FY 2022 Capital Improvement Plan





# Arlington Public Schools School Board's Adopted FY 2013 - FY 2022 Capital Improvement Plan

## SCHOOL BOARD MEMBERS

Abby Raphael, *Chair*

Emma Violand-Sanchez, *Vice Chair*

Sally Baird, *Member*

Libby Garvey, *Member*

James Lander, *Member*

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Dr. Patrick K. Murphy

*Superintendent*

Clarence Stukes

*Assistant Superintendent for Facilities and Operations*

Deirdra McLaughlin

*Assistant Superintendent for Finance and Management Services*

John Chadwick

*Director of Design and Construction*

Jim Meikle

*Director of Maintenance Services*

Leslie Peterson

*Budget Director*

Dr. Alison Denton

*Director of Facilities Planning*

Michael Freda

*Financial Analyst III*





Dear Ms. Hynes:

October 10, 2012

I am pleased to present the FY 2013 – FY 2022 Capital Improvement Plan (CIP) for Arlington Public Schools. One of our Strategic Plan Goals is to provide optimal learning environments. Thoughtful and prudent capital planning is a critical part of achieving that goal. Therefore, consistent with the Arlington County Government CIP, APS chose to adopt a ten-year CIP to enable us to better plan for our capital needs over the next decade as enrollment continues to increase. The CIP totals \$538 million and is focused on meeting the capacity needs of our growing student population.

During the last five years, from FY 2009 to FY 2012, APS enrollment has increased by 18%, or 3,400 students. We project that the school system will be over capacity system-wide by the next school year. Based upon current capacity, APS will have a deficit of more than 7,000 seats in ten years. To plan for this unprecedented enrollment growth, APS engaged in an extensive community process to assist in development of the CIP, which became known as “More Seats for More Students.”

The community engagement process began with a survey sent to all PTAs and the School Board’s development of weighted criteria to evaluate options for adding capacity. An evaluation committee comprising citizens and staff recommended sites for possible additions or new schools and Arlington County added two possible sites to that list. Feasibility studies were developed for a total of 20 sites, with 60 potential options to add capacity. Staff held meetings with eight PTAs and eight civic associations, sponsored five community forums, made presentations to numerous citizen advisory groups, and worked with the School Board during work sessions. Using the weighted criteria it had developed, and considering the significant community input, the School Board narrowed the list of options during work sessions until deciding on the best sites for both our students and the larger Arlington community.

For the first five years of the CIP, the School Board has voted to construct a new elementary school on the grounds of Williamsburg Middle School and a second new elementary school on the Carlin Springs Elementary/Kenmore Middle School campus. In addition, the CIP includes additions at Ashlawn and McKinley elementary schools and Arlington Traditional School. This plan will add approximately 1,875 seats. We are pleased that the Public Facilities Review Committee (PFRC) process has already begun and look forward to ongoing discussions with the County Board about these projects, culminating in our applications for use permits.

The CIP also includes funding for infrastructure projects to keep our facilities in good condition and to extend their life cycles as long as possible. A total of \$119 million is included for the next ten years for infrastructure projects including roofing, HVAC, and replacement of windows, lighting and electrical systems.

The 2012 bond referendum totals \$42.6 million and includes funding for HVAC and roofing improvements (\$6.8 million), construction for the new elementary school at the Williamsburg site (\$28.1 million), and design funds for the additions at Arlington Traditional School (\$1.6 million), McKinley Elementary School (\$1.6 million), and the new elementary school at the Carlin Springs/Kenmore site (\$4.5 million). The School Board has been building a reserve fund to assist in funding of capital projects and this fund will be used to pay for the design and construction of the addition at Ashlawn (\$14.9 million) and for the design and partial construction of the new school at the Williamsburg site (\$14.9 million).

The School Board appreciates the tremendous support that the County Board and Arlington community provide to our students and our schools. Without this support, APS could not be as successful as it is. We are very mindful of our responsibility to the entire Arlington community and believe that this CIP represents a responsive and responsible approach to the continuing enrollment growth in APS as well as the need to invest in maintenance of our facilities. The plan also conforms to the County’s financial policies for debt service.

On behalf of the School Board, I wish to extend our thanks to the County Board for its continued commitment to the success of our students and our schools.

Sincerely,

Abby Raphael  
School Board Chair, FY 2012

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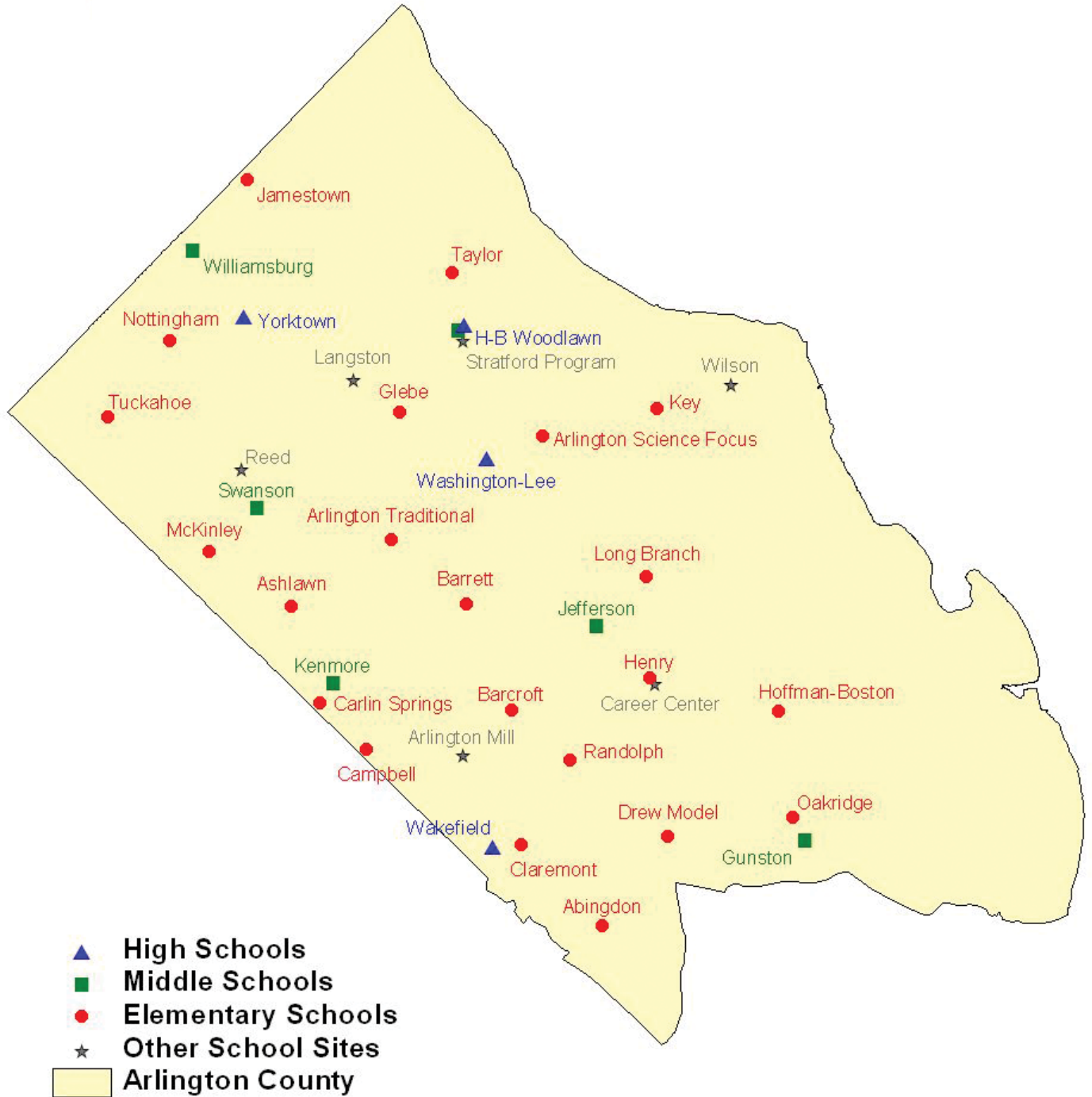


# CIP DEVELOPMENT CALENDAR

December 1, 2011	School Board Adopts CIP Framework
December 2011 — April 2012	Staff develops Superintendent’s Proposed CIP
May 10, 2012	Superintendent presents Proposed FY 2013 – FY 2022 CIP
May 15, 2012	CIP Work Session #1
May 19, 2012	County Manager presents County CIP
May 22, 2012	CIP Work Session #2
May 24, 2012	CIP Public Hearing
June 5, 2012	CIP Work Session #3
June 7, 2012	School Board’s Adopted FY 2013 – FY 2022 CIP — Information Item
June 12, 2012	CIP Work Session #4
June 19, 2012	School Board’s Adopted FY 2013 – FY 2022 CIP — Action Item
July 21, 2012	County Board adopts County CIP and Bond Referenda language



# ARLINGTON PUBLIC SCHOOLS MAP



# ARLINGTON SCHOOL BOARD'S ADOPTED FY 2013 - FY 2022 CAPITAL IMPROVEMENT PLAN

Meeting capital needs is critical to the success of any school division. Building, renovating, adding to or improving school buildings is a lengthy process. Typically, school construction takes years – it begins with identifying the needs of the division and is followed by obtaining bond authority from the citizens, and only then does the actual design and construction work begin. Because of the time required for construction and the importance of having the instructional space needed to educate the community's students, the capital improvement plan is one of the most important activities a school division undertakes.

Arlington Public Schools (APS) develops a multi-year Capital Improvement Plan (CIP) every two years. In the past, each CIP planned the coming six years, but this one will plan for the next ten years. The planning horizon for the CIP spans fiscal years FY 2013 through FY 2022. The driving element of this CIP is student enrollment growth and student needs. This focus emerged from both the biannual Arlington Facilities and Student Accommodation Plan (AFSAP) and community input over the last year. This plan is intended to provide for the needs of Arlington's school-age population by building new schools, putting additions on existing schools and renewing or upgrading older schools.



Every CIP includes two broad categories of projects: major construction and minor construction/major maintenance (MC/MM). Major construction projects include new buildings, additions, and renovations; minor construction/major maintenance projects primarily consist of HVAC, roofing, and infrastructure projects. Independent of the category, all CIP projects have a

useful life of twenty years or more. Most CIP projects are funded by general obligation bonds but, as is often the case, this CIP also proposes allocation of current revenues set aside in reserve for capital projects.

*In 14 out of the last 18 years, APS has experienced student enrollment growth.*

## CHANGES IN THE FY 2013 - FY 2022 CIP

This CIP is different from earlier CIPs in three important ways:

1. There is a shift in the types of projects funded. The focus of this CIP is to provide additional capacity to accommodate student growth in contrast with the last several CIPs which provided for replacing and renovating existing facilities.
2. This CIP was developed using an entirely new planning process which is explained in detail in section IV. This process systematically evaluated various options against a set of values identified at the start of the process. The criteria for evaluating options was developed by the School Board and applied to the various possible options. The result is a CIP that is based on a very deliberate and objective analysis that involved the entire school community.
3. This CIP is the first ten-year CIP developed by APS.

Over the last 16 years, with the support of the larger Arlington community, APS has successfully renovated and rebuilt 27 schools. While not the focus of this CIP, it is anticipated that renovation and/or replacement of buildings will continue to be an important goal of future Capital Improvement Plans. This plan, like previous plans, provides for significant capital maintenance.

This year's CIP, however, is squarely focused on achieving greater instructional capacity throughout the system. Arlington's Public Schools' enrollment has grown steadily. Over the last five years – from FY 2007 to FY 2012 – APS has enrolled nearly 3,400 more students, an overall increase of more than 18 percent. Moreover, the rate of growth is at its highest level in decades. By the 2012-2013 school year, APS is expected to reach capacity at the elementary level. The entire system is projected to be over capacity by the 2013-14 school year. Section III details how student enrollment is changing and the trends that underlie the projections in this CIP.

# SCHOOL BOARD DIRECTION

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At the School Board's regular meeting on December 15, 2011, the framework for this CIP was adopted. The guidance covered the first six years of what later was changed to a ten-year plan. This CIP incorporates the Board's direction throughout the period.

The Superintendent's Proposed FY 2013 – FY 2022 CIP will incorporate the following:

## CAPITAL INVESTMENT

In order to provide safe, adequate, and functional learning environments, it is important to provide capital funding for APS facilities. In anticipation of CIP development, APS engaged in a Capacity Planning Process to explore options to provide adequate space to meet enrollment. At the conclusion of that process, staff developed specific proposals for addressing capacity needs.

### Major Capital Projects

APS considered the following in developing a strategic capacity plan:

- Options for renovations and additions to existing schools;
- Potential sites for new schools and other facilities;
- Opportunities to construct schools and other facilities as part of larger developments in Arlington County;
- Reprogramming and intensifying the use of existing spaces, where feasible; and
- Continuing the use of relocatables.

### Major Maintenance

- Identify major maintenance investment needs for APS facilities, such as the repair and/or replacement of HVAC, roofing, and building envelope systems, detailed any additional funding needed above that identified in the MC/MM fund, and furnished options for providing additional funding.

## FINANCE

The financial management of capital investments is an integral part of the overall management of all APS finances. The FY 2013 – 2022 CIP considered capital expenditures in the context of APS budget priorities and the Strategic Plan goals. The CIP:

- Provides an analysis of debt capacity under various funding scenarios to determine APS' ability to fund future construction projects;
- Assesses potential for capital funding from alternative sources such as public/private partnerships and higher education partnerships optimizing the value of existing assets; and
- Ensures continuation of the capital reserve.

## DEMOGRAPHICS

The APS student population is projected to continue to grow. This growth will impact all areas of the county. In order to plan for these changes, the CIP:

- Evaluates enrollment projections to determine the need for future capacity.

## ENERGY & ENVIRONMENT

APS has made it a priority to use new green technology in the development of its facilities not only to protect the environment but also to reap the economic benefit of using less energy. In the development of new facilities the CIP:

- Outlines the importance of developing projects that are sensitive to environmental concerns while taking advantage of the economic savings related to new green technology.

*The Arlington Public Schools FY 2013 – FY 2022 Capital Improvement Plan (CIP) will ensure that APS continues to provide high-quality, safe, efficient and environmentally friendly facilities for the current and projected enrollment and work force.*

# ENROLLMENT GROWTH

## INCREASING STUDENT ENROLLMENT

This CIP is targeted at meeting the challenge of more students with very limited capacity in our school buildings. This and the following sections provide both the rationale for the enrollment projections and describes the process APS engaged in to ensure there is adequate classroom space for students.

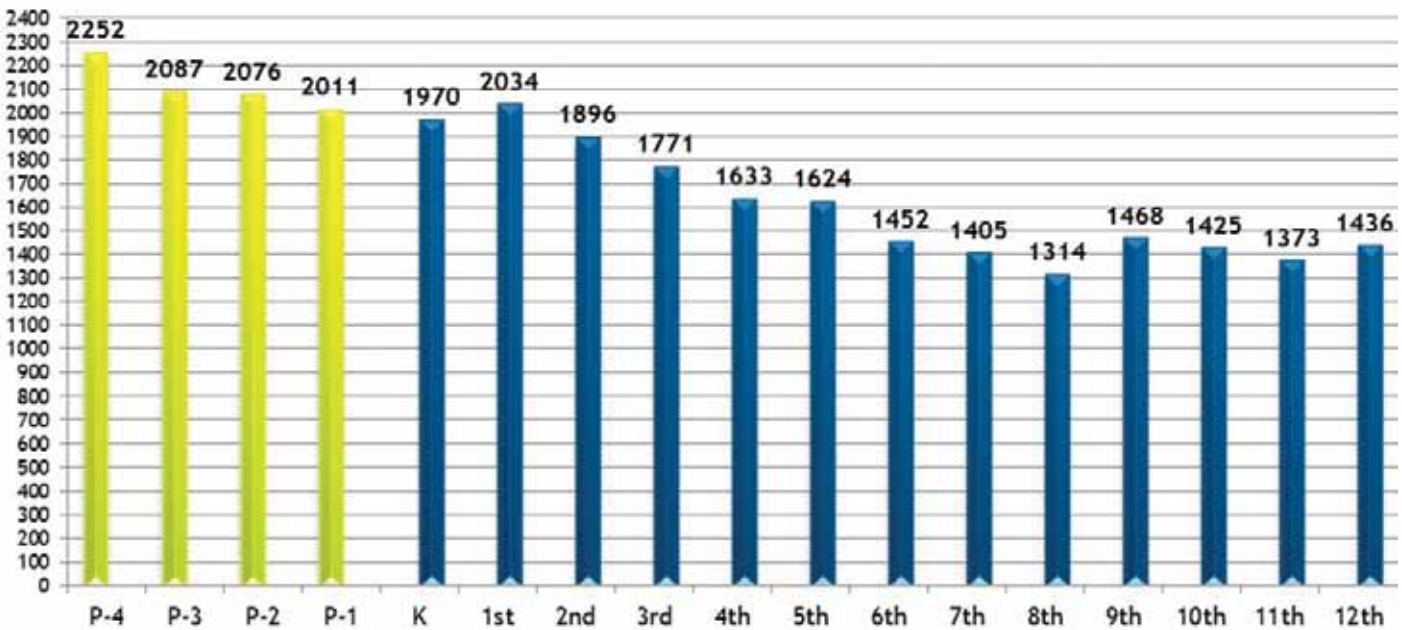
When estimating student growth, key indicators of how many students APS will enroll in the future are both the number of children born to Arlington residents and the increasing percentage who enroll in APS as kindergartners. The chart below illustrates current trends. Each of the blue/dark gray bars represents the number of students in a grade level, what is known as a cohort, for grades K-12. The yellow/light gray bars estimate the size of incoming classes or cohorts for the next four years. What is striking about the chart is that the size of incoming classes is significantly larger than the classes that are currently moving through APS. This increased

number of incoming student cohorts is driving the need for additional capacity in this CIP, first at the elementary level in years one through five, then at the secondary level in years six through ten.

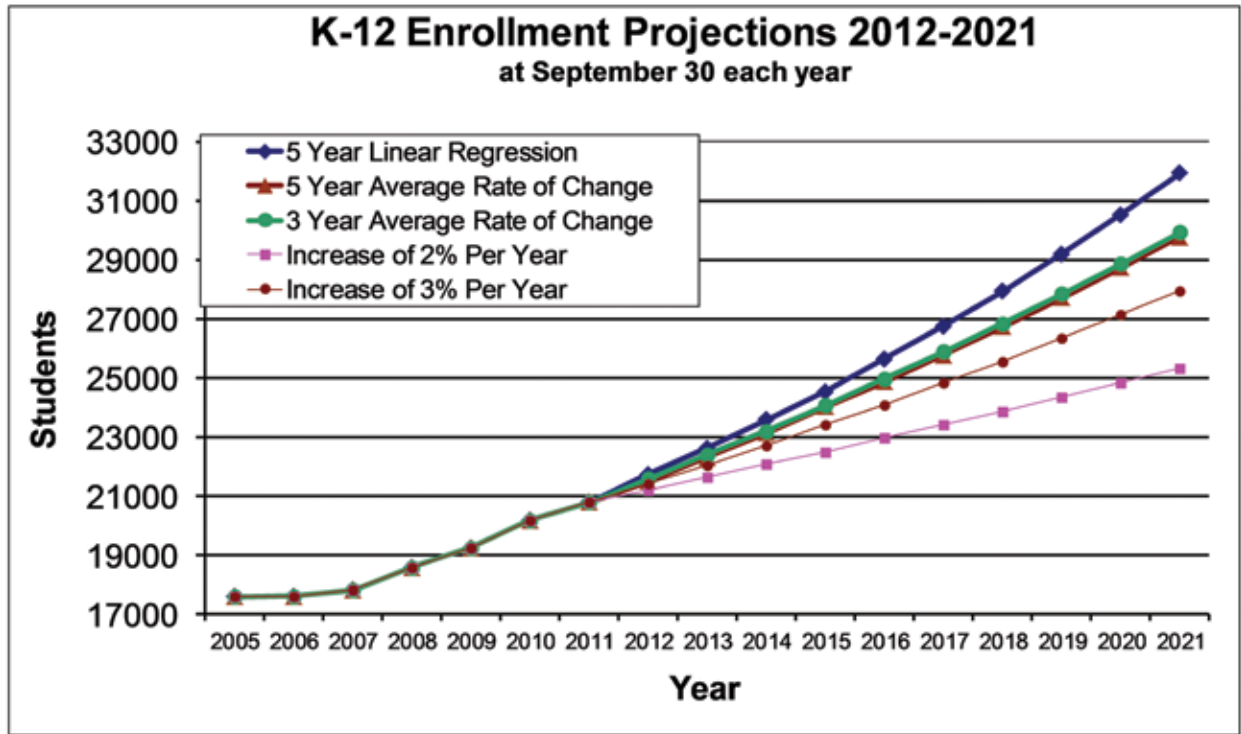
The projected size of the incoming classes is based on two statistical measures: birth rates and the number of five-year olds in the county. The Virginia Department of Health Statistics reports increasing numbers of births to Arlington residents. Additionally, the retention of these children into APS as five-year-olds continues to grow.

The overall increases in cohort size and retention rates result in a projection of increased enrollment for the foreseeable future. To develop a projection of total capacity need, APS staff began by extending projection models out to encompass a ten-year time frame. Although projections are less accurate in the out years, it is important to use the best available data in order to determine potential capacity need.

Current & Projected Cohorts as of 2012



As the 5,700 students currently in high school graduate over the next four years, 8,400 new students will enter APS.



Based on current enrollment trends, the APS student population will grow by more than 7,000 children by 2021.

The chart above shows projected student enrollment through 2021, using APS’ forecasting models. If current trends continue, APS is expected to reach approximately 30,000 students in the next ten years. What is unusual about these trends is the near identical trajectories of the three and five year forecasts.

*When school opens in September 2012, APS will have over 100 relocatable classrooms.*

### ENROLLMENT-BASED CAPACITY REQUIREMENTS

APS is projected to reach system-wide capacity limits in Fall 2013 (see APS Building Capacities and Projected Student Enrollment 2011-2017, pp. 29-30, for further details). The total seat deficit for the next ten years is anticipated to be approximately:

- Elementary: 3,000 seats
- Middle: 2,500 seats
- High: 1,500 seats

This CIP addresses the most critical needs at elementary levels in the first five years, and plans for additional seats at both the elementary and secondary levels with placeholder dollars in years six through ten.



# MEETING CAPACITY REQUIREMENTS

## A HISTORY OF COLLABORATION

Throughout the capacity planning process, a variety of school and community stakeholders provided valuable feedback that helped shape the scope of the projects included in the CIP. Those stakeholders include local school communities, parents, citizen and civic groups, the broader Arlington community, County staff members and system-wide teacher and administrative staff.

Decision making is done with the advice of several different groups. The Advisory Council on School Facilities and Capital Programs, a group of parents and citizens who report directly to the School Board, provides input to both the School Board and to APS staff. When building design begins, Building Level Planning Committees (BLPCs) will participate directly in the design of individual projects. BLPC members consist of parents, County staff, Schools staff, commissioners, community leaders, PTAs and other interested constituents. In this process, the BLPC works with an architect appointed by the School Board to determine how best to meet the goals and objectives for the project as approved in the CIP. Through consensus, the BLPC assists in creating a schematic design that is presented to and approved by the School Board in terms of scope and budget.

Approximately five years ago, the County Board established a body designed to provide review of public projects. The Public Facilities Review Committee (PFRC) was formed to ensure that the highest quality of land use planning, design, transportation planning, and other important community aspects are incorporated into civic projects as assigned to the Committee by the Arlington County Board. More specifically, the PFRC allows advisory commissions and committees to have timely input on the development of significant County and Schools projects prior to the formal submission of the project for public hearings held by the Planning Commission and the County Board.

*In preparing for this CIP, APS held meetings with 8 civic associations and 8 PTAs; it sponsored 5 community forums and presented at numerous advisory groups and School Board work sessions.*

The PFRC is concerned with design issues relevant to the external building design, site placement, and relationship within the neighborhood context. The PFRC does not address internal building design, as that is guided by the educational or programmatic needs of the building users.

With the approval of FY 2013 - FY 2022 CIP, the PFRC and APS staff will begin to review the five elementary projects listed in the first half of the CIP. Future meetings have been scheduled so that County concerns are addressed at the outset of the design process and issues can be resolved within the BLPC and PFRC processes as quickly as possible.

## INNOVATIVE STRATEGIES

In 2009 when faced with a growing need for building capacity, the School Board adopted the Progressive Planning Model (PPM) framework, a step-wise approach to developing additional capacity throughout the system. The PPM framework was developed in collaboration with the community and through a study with MGT of America, planning consultants. Through a series of community meetings, informal gatherings and a web survey, staff engaged the public in a dialogue about the pros and cons of capacity solutions and determined an initial focus for achieving additional capacity without immediate boundary changes.

The PPM framework identified three methods for achieving greater capacity and balancing the utilization of that capacity across the system:

- Using capacity throughout the system better through:
  - Boundary moves
  - Relocation programs
- Changing internal space use within schools by:
  - Scheduling changes (6/7 model and longer high school days)
  - Increasing class size
  - Moving “specials” (i.e., art and music) to carts
- Adding physical space:
  - Relocatables
  - Additions
  - Reconstruction
  - New buildings
  - Leased space

Using the Progressive Planning Model framework adopted by the School Board, APS has already implemented many options for increasing capacity. Those strategies, described above, included:

- Class size increases
- Increased utilization rate at secondary schools (6/7 scheduling and longer school days)
- Conversion of non-capacity classrooms into capacity-bearing rooms and putting programs on carts
- Relocatable (trailer) classrooms

Relocatables will continue to be relied on heavily for additional classroom needs in the future. Current projections indicate that APS will install 25 additional relocatable classrooms a year for the foreseeable future.

Additionally, to better balance enrollment between schools, APS has increased admissions to countywide schools including Arlington Traditional School, Campbell, Claremont, Drew, Key, and H-B Woodlawn for the 2011-12 school year and beyond.

## **“MORE SEATS FOR MORE STUDENTS” PROCESS**

At the core of this CIP is the “More Seats for More Students” process initiated in spring 2011. At that time, the School Board directed staff to undertake a capacity planning process that set out to meet the following goals:

- To respond to increasing enrollment by adding permanent building capacity to APS as part of the Capital Improvement Plan; and,
- To achieve the plan for additional seats through a thoughtful, structured, and engaged process.

The “More Seats for More Students” planning process began in May of 2011 and culminated with the development of the proposed projects for years one through five of this CIP. A history of the process can be found on the APS website at [www.apsva.us/capacity](http://www.apsva.us/capacity).

At the core of the “More Seats for More Students” initiative was community-wide collaboration, systematic evaluation of available options, well-defined evaluation criteria and a commitment to ensuring that the outcome meet the needs of students, instruction and the community. A key element to achieving the goal of this initiative is the planning process using computer modeling and facilitation by Decision Lens, described in a later section.



There were many steps in this year-long project and the major milestones of the process are listed below:

### **May 2011**

Invitation to all PTAs to answer a capacity survey and to collectively develop potential options for adding system-wide capacity.

### **June and July 2011**

School Board work sessions on developing a model for evaluating and ranking options based on weighted criteria. The ranking criteria developed by the School Board was applied to the options later in the process.

### **September 2011**

Evaluation committee (made up of citizens, CCPTA president, Facility Advisory Committee members and staff) reviewed data on all APS sites and selected 16 APS sites to further investigate (County later added two sites for review).

### **November and December 2011**

Presentation of feasibility studies for 18 APS sites and two County sites and development of option list (60 potential options).

### **January 2012**

Evaluation of 60 options against model criteria.

### **February 2012**

Board work session to review rankings, establish filter criteria and narrow list to 39 options.

### **March 2012**

Presentation and review of four option sets for years 1-5 of CIP.

### **April 2012**

Determination of projects for CIP and discussion of continued planning process.



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At the conclusion of the capacity planning process, five elementary school projects were selected for specific inclusion in the CIP. Those projects include additions to Arlington Traditional School, Ashlawn Elementary School, and McKinley Elementary School as well as a new neighborhood elementary school on the Williamsburg Middle School site and a new choice elementary school on the Carlin Springs/Kenmore School site. Together, these projects will add approximately 1,800-1,900 seats of new, permanent elementary school capacity.

## PLANNING PROCESS

The success of the “More Seats for More Students” initiative was augmented by the use of computer modeling and facilitation by Decision Lens. When planning for this CIP began, APS had exhausted most of the options identified by the Progressive Planning Model (PPM) such as converting internal space into capacity-bearing classrooms, changing scheduling practices, and adding relocatable classrooms. The remaining option for adding system-wide capacity was to build additional space either on current APS sites or acquire new sites.

To assist the School Board in developing a Capital Improvement Plan that focused on capacity-building projects, APS engaged Decision Lens, an Arlington-based developer of collaborative, decision-making software. Decision Lens computer modeling and facilitation guided the School Board in evaluating capital solutions based on pre-determined School Board criteria. The goals for using Decision Lens included:

- Creating a transparent framework around a very complicated decision-making process;
- Enabling clear articulation of strategy and alignment of solutions to objectives;
- Providing decision makers with scenarios around different funding strategies; and
- Rapidly adapting to changes in priorities and funding circumstances should they arise.

The planning process using Decision Lens began in July 2011 and concluded in April 2012.

Highlights of the process include:

### July 2011

School Board developed the criteria model used to evaluate solutions.

### September and October 2011

Developed a wide variety of possible building solutions with input from surveys to schools and refinement by a community and staff evaluation committee.

### October 2011

Engaged the Arlington community to explain the process and revealed the APS sites that would undergo feasibility studies.

### October and November 2011

Conducted feasibility studies with architectural consultants to determine what options were possible and to provide cost estimates for the options.

### November 2011

School Board ranked the options using the Decision Lens model.

### April 2012

Tentatively confirmed options selected for the first six years of this CIP following a series of School Board work sessions and community meetings.

### May and June 2012

Superintendent presented the proposed CIP to the School Board in May; Board adopted the CIP in June.

### *School Board’s criteria for evaluating options:*

- *Optimize capacity*
- *Minimize variation in preferred school size*
- *Consider impact on neighborhood resources*
- *Optimize operational effectiveness*

# ARLINGTON FACILITIES AND STUDENT ACCOMMODATION PLAN

The next step in this process will begin in the summer of 2012 when work on the Arlington Facilities and Student Accommodation Plan (AFSAP) will begin. In the years when APS is not developing a CIP, a focused and comprehensive review of APS' student enrollment trends and building capacity is conducted. Specific information about each school is provided, as well as an overall look at enrollment and capacity issues throughout the county.

The current AFSAP is available in electronic format through the Arlington Public Schools Facilities and Operations website under the Facilities Planning section ([www.apsva.us/afsap](http://www.apsva.us/afsap)).

Information provided in the AFSAP includes:

- Current and projected enrollments by school and grade level
- Enrollment vs. capacity analysis
- Description of enrollment projection methodology
- Housing trends and impact on enrollment
- Capacity analysis maps

## ENVIRONMENTAL STEWARDSHIP

APS recognizes the importance of being active stewards in protecting our environment and the School Board has adopted sustainability as a core value. Sustainability is reflected in all facility improvements and projects, both in the CIP and elsewhere. APS is committed to energy and environmental conservation, incorporating sustainability into our planning, construction, and daily school operations. APS continues to pursue the best practices in the areas of design and construction, energy efficiency, greenhouse gas reductions, purchasing, and water use and management.

### SUSTAINABLE DESIGN AND CONSTRUCTION

APS uses the U.S. Green Buildings Council's Leadership in Energy and Environmental Design (LEED®) as a benchmark where feasible for new school construction. APS in collaboration with Arlington County opened its first LEED® Silver Facility, the Langston Brown School and Community Center. In 2009, APS received LEED® Gold certification for two facilities: Washington-Lee High School and a joint County-School facility, the Reed School

and Westover Library. APS continues to implement various sustainability strategies for new construction projects that reduce carbon emissions, reduce our water use and improve our students' learning environment to include:

- Energy efficiency that exceeds industry standards by a minimum of 20% by means of highly-efficient heating and cooling systems, higher insulation values, and heat recovery systems
- Water efficiency that exceeds industry standards by a minimum of 40% using low-flow restroom fixtures
- Specification of highly-recycled content material
- Storm water runoff reductions by incorporating vegetative roofing and improved filtration systems
- Efficient lighting systems to include natural day lighting, occupancy sensors and highly-efficient light fixtures
- Indoor air quality improvements by using low VOC materials and installing thermal comfort sensors



## ENERGY EFFICIENCY AND GREENHOUSE GAS EMISSIONS REDUCTIONS

Energy efficiency is the keystone in reducing our greenhouse gas emissions. Improperly procured, maintained or outdated equipment increases our operations, maintenance, and energy costs and adversely impacts our learning environments. APS is committed to the best energy efficiency practices in heating and cooling, lighting, and building envelope technology. Examples of some of our ongoing practices include:

- Reroofing projects that specify insulation values of R30 and EPA's highly reflective cool roofs
- Lighting upgrades to energy efficient and easier to maintain T8, T5 and LED fixtures
- Continual upgrade of existing water fixtures to low-flow fixtures
- Automated control of heating and cooling systems

APS' commitment to reducing energy use and greenhouse gas emissions relies on building performance monitoring and evaluation. One measure that APS uses to monitor its efforts is EPA's Energy Star Portfolio Manager. EPA's Energy Star program benchmarks K-12 schools and identifies top performers with an Energy Star label. All APS facilities are benchmarked and monitored with Energy Star, and APS is pursuing certification for its qualifying facilities. Recently, the first three schools – Abingdon Elementary, Key Elementary and Tuckahoe Elementary – were certified with an Energy Star label.



## RENEWABLES

As part of its effort to reduce greenhouse gas emissions, APS is pursuing renewable energy sources where feasible. Fifteen years ago, APS built its first geothermal mechanical system at Taylor Elementary. Taylor Elementary has the lowest energy costs and carbon emissions district-wide. Recognizing the efficiency gains from geothermal technology, APS is renovating the original mechanical equipment at Taylor Elementary in FY 2012 to preserve the use of the geothermal wells.

In addition, APS continues to pursue renewables for new construction projects as it better understands the value of these technologies and where they are economically feasible. At Yorktown High School, a solar thermal heating system is being installed to support needs of the Aquatics Center. The Wakefield High School project includes a geothermal mechanical system as well as solar thermal and photovoltaic systems.

# SCHOOL BOARD'S CAPITAL IMPROVEMENT PLAN

Over the last several years, APS has been aggressive in its approach to maximizing the capacity of existing facilities. However, even with the processes and steps outlined above, APS will continue to require creative solutions to the ever-growing demand for space in our schools.

The School Board's ten-year Capital Improvement Plan totals \$538,792,804 and includes funding of \$136,600,000 for three additions at elementary schools plus two new elementary schools on APS property; \$55,630,000 for required infrastructure improvements to maintain and upgrade current facilities, and \$253,000,000 as a placeholder for capacity projects in the out years.

The CIP was developed with one primary objective: funding solutions to address the need for additional capacity across the system. This CIP specifically identifies five capacity-generating construction projects to be funded through current reserves and the 2012 and 2014 bond referenda. For years six through ten of this

CIP cycle, APS forecasts bond funding will be necessary to support the construction of additional seats. Because the School Board has not yet gone through the same detailed, thorough and transparent process as was used for determining the capacity solutions in years one through five of this CIP, specific projects for this period are not included as further planning, development, and study is needed. Recognizing this, placeholder funding is identified in the bond referenda for 2016-2020 to add 600 elementary seats (potentially one new school), 1,500 middle school seats (potentially one new middle school plus other middle school additions), and approximately 900 high school seats through projects yet to-be-identified. The estimated cost for these projects is approximately \$190 million in today's dollars, or approximately \$240 million when escalated by seven years. In total, approximately 3,000 seats would be achieved in years six through ten. The placeholders used for capacity funding in the 2016, 2018, and 2020 referenda total \$253 million.

## PROJECT SUMMARIES

The table below provides summary data on the proposed CIP. Each project is listed along with the expected timing of cash flow for the various projects.

Description	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>Prior CIP</b>											
Wakefield High School	\$29.1										\$29.1
Fiber Optic Cabling Project (C-Net)	\$0.3										\$0.3
<b>Capacity Projects</b>											
Ashlawn 12 Room Addition *	\$1.4	\$13.5									\$14.9
ATS 12 Room Addition		\$1.6	\$14.5								\$16.1
Carlin Springs/Kenmore—new ES		\$4.5	\$14.7	\$27.2							\$46.4
McKinley 12 Room Addition		\$1.6	\$14.5								\$16.1
Williamsburg-New ES *	\$17.7	\$25.4									\$43.1
Capacity Projects—Years 6-10					\$63.0	\$28.0	\$49.0	\$29.0	\$45.0	\$39.0	\$253.0
<b>Infrastructure Investments</b>											
HVAC & Roofing Projects	\$6.2	\$3.4	\$4.1	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$34.6
Infrastructure Projects **				\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$21.0
Minor Construction/Major Maintenance	\$8.2	\$5.6	\$5.7	\$5.8	\$6.1	\$6.2	\$6.4	\$6.6	\$6.8	\$7.0	\$64.1
<b>Grand Total All Projects</b>	<b>\$62.9</b>	<b>\$55.6</b>	<b>\$53.5</b>	<b>\$39.0</b>	<b>\$75.1</b>	<b>\$40.2</b>	<b>\$61.4</b>	<b>\$41.6</b>	<b>\$57.8</b>	<b>\$52.0</b>	<b>\$538.8</b>

\* The Ashlawn 12 Room Addition (\$14.9M) and planning and design and part of the construction cost for the new elementary school at Williamsburg (\$14.9M) are funded from the Capital Reserve.

\*\* Infrastructure Projects include replacement of lighting, electrical systems, and windows.

Following is a summary of the sources of funding for the FY 2013 – FY 2022 CIP. In the first two years of the CIP, funding set aside from operating funds in a Capital Reserve will be used to fund one 12-room addition as well as planning and design and a portion of the construction of a new elementary school.

## FUNDING SOURCES FOR CAPITAL PROJECTS

Fiscal Year	Construction Projects		Roofing, HVAC & Infrastructure Projects	MC/MM	Total
	Bond	Reserve	Bond	Operating	All Sources
2013	\$32,220,000	\$16,300,000	\$6,160,000	\$8,199,282	\$62,879,282
2014	33,100,000	13,500,000	3,360,000	5,607,235	55,567,235
2015	43,700,000		4,110,000	5,643,556	53,453,556
2016	27,200,000		6,000,000	5,801,242	39,001,242
2017	63,000,000		6,000,000	6,072,822	75,072,822
2018	28,000,000		6,000,000	6,150,791	40,150,791
2019	49,000,000		6,000,000	6,373,814	61,373,814
2020	29,000,000		6,000,000	6,582,606	41,582,606
2021	45,000,000		6,000,000	6,755,742	57,755,742
2022	39,000,000		6,000,000	6,955,714	51,955,714
	\$389,220,000	\$29,800,000	\$55,630,000	\$64,142,804	\$538,792,804

See the following pages for specific projects associated with the Major Construction funds (pp. 12–22) and for projects associated with Minor Construction/Major Maintenance (pp. 23–26).



# MAJOR CONSTRUCTION PROJECTS

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Major construction projects include new facilities, additions, renewals, reconstructions, and renovations.

- **New facilities:** a new school built on a new or existing site with playfields, common spaces, and attendance boundaries (or attendance policies in the case of choice schools).
- **Additions:** Space added to an existing school for purposes of adding new classrooms and resource rooms as well as site work and other needed infrastructure projects to support the new rooms.
- **Renewal:** a comprehensive project where virtually all systems are replaced, with a large amount of demolition that leaves only concrete, steel, and other structural elements remaining. This may include some elements of comprehensive demolition and new construction.
- **Reconstruction:** complete demolition of a building, leading to new construction as a replacement for the demolished structure.
- **Renovation:** replacement of selected finishes or systems as necessary to bring the facility up to code or current standards.

## SOURCES OF FUNDS FOR MAJOR CONSTRUCTION PROJECTS

Major construction projects may be funded by bond financing, current revenues, or, for joint use projects, by County funds, or a combination of the three. Bond financing is generated through the sale of municipal bonds. Arlington County issues general obligation bonds which must be approved by the County's voters. Arlington County's practice is to schedule bond referenda for even-numbered calendar years (which correspond to odd-numbered fiscal years). Additionally, as part of the annual budget process, APS allocates some of the County transfer to Schools capital projects. The annual appropriation of current revenues to the Capital Projects Fund for capital improvements provides greater flexibility in addressing ongoing facility needs since Arlington has opted to seek voter approval for bond financing every other year.

Generally, it is APS' practice to fund the design of a major construction project in one bond year and the construction in the next bond year. This practice of funding design and construction of projects in separate bond years allows the project design to be well underway prior to the

second bond year, thus providing a more accurate construction cost for inclusion in the next funding period.

This practice reflects a capital planning approach that starts with a basic project estimate followed by subsequent refinement over time. Each CIP reflects new input and information about projects over a multi-year period. During planning, each project is progressively developed with regard to capacity information, school input, community input, and other factors that may refine the scope of work.

In this CIP, because of the timing of projects that occur in the next two years and the pressing need for the space the projects will generate, part of the construction for the new elementary school on the Williamsburg site is funded in the 2012 bond, even though planning and design will not yet be completed. For the additions and the new elementary school in the out years, planning and design is funded in one bond year and construction is funded in the next bond year.

## BONDS

Large projects – those costing \$500,000 or more with useful lives of 20 years or greater – are typically funded with proceeds from bond sales, although, in past years, current revenues in the Capital Projects Fund have been allocated to fund portions of major construction projects. If a project is financed with bonds, it must have a useful life equal to or longer than the repayment schedule of the bonds issued for that project. Historically, Arlington County voters have always approved APS bonds by a large majority.

Arlington County established limits to bond sales to retain its triple A bond rating and to reflect strong fiscal management policy. The level of bond sales included in this CIP are within the County guidelines requiring that the average growth in the debt service over the planning period does not exceed 5.7% and the debt service as a percent of total APS expenditures does not exceed 10% over the planning period, as mandated by County policy.

## CURRENT REVENUES

In addition to bond proceeds, projects may be funded with current revenues. Current revenues are funds other than those generated by the sale of bonds and are appropriated to APS on an annual basis through the annual budget process.

Over the past several years, the School Board has purposefully set aside funding available from one-time sources in a Capacity Reserve with the intent to use those funds to ameliorate capacity issues. In this CIP, one 12-room addition as well as the planning and design and a portion of the construction of a new elementary school are funded with current revenues from the Capacity Reserve.

The chart below shows the major construction projects planned over the next ten years with both their funding source and bond sale timing. For projects from the prior CIP, these are the remaining funds for these projects. Descriptions of each of the projects are found in this document beginning on page 16.

## SUMMARY OF MAJOR CONSTRUCTION PROJECTS (\$ IN MILLIONS)

MAJOR CONSTRUCTION Description	Previous Bonds	Capital Reserve	2012 Referendum		2014 Referendum		2016 Referendum		2018 Referendum		2020 Referendum		Total
			FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
Prior CIP													
Wakefield High School	\$29.1												\$29.1
Fiber Optic Cabling Project (C-Net)	\$0.3												\$0.3
Capacity Projects													
Ashlawn 12 Room Addition		\$14.9											\$14.9
ATS 12 Room Addition				\$1.6	\$14.5								\$16.1
Carlin Springs/Kenmore - New ES				\$4.5	\$14.7	\$27.2							\$46.4
McKinley 12 Room Addition				\$1.6	\$14.5								\$16.1
Williamsburg - New ES		\$14.9	\$2.8	\$25.4									\$43.1
Capacity Projects - Years 6-10							\$63.0	\$28.0	\$49.0	\$29.0	\$45.0	\$39.0	\$253.0
Infrastructure Investments													
HVAC & Roofing Projects	\$2.8		\$3.4	\$3.4	\$4.1	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$34.6
Infrastructure Projects *						\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$21.0
<b>Grand Total Major Construction</b>	<b>\$32.2</b>	<b>\$29.8</b>	<b>\$6.2</b>	<b>\$36.5</b>	<b>\$47.8</b>	<b>\$33.2</b>	<b>\$69.0</b>	<b>\$34.0</b>	<b>\$55.0</b>	<b>\$35.0</b>	<b>\$51.0</b>	<b>\$45.0</b>	<b>\$474.6</b>
<b>Referenda Total</b>				<b>\$42.6</b>		<b>\$81.0</b>		<b>\$103.0</b>		<b>\$90.0</b>		<b>\$96.0</b>	<b>\$412.6</b>

MINOR CONSTRUCTION/ MAJOR MAINTENANCE Description	Previous Bonds	Capital Reserve	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Current Revenues													
Minor Construction/Major Maintenance			\$8.2	\$5.6	\$5.6	\$5.8	\$6.1	\$6.2	\$6.4	\$6.6	\$6.8	\$7.0	\$63.4
<b>Grand Total All Projects</b>	<b>\$32.2</b>	<b>\$29.8</b>	<b>\$14.4</b>	<b>\$42.1</b>	<b>\$53.5</b>	<b>\$39.0</b>	<b>\$75.1</b>	<b>\$40.2</b>	<b>\$61.4</b>	<b>\$41.6</b>	<b>\$57.8</b>	<b>\$52.0</b>	<b>\$538.8</b>

\* Infrastructure projects include replacement of lighting, electrical systems, and windows.

## CONSTRUCTION MARKET ESCALATION

The costs included in the CIP for Major Construction projects are total project costs. Total project costs comprise construction costs, soft costs and contingencies, all calculated at current FY 2012 costs, plus an allowance for escalation through the mid-point of construction as currently scheduled. The total project costs for Major Construction projects included in the CIP are to be considered maximum costs; they will only be increased to reflect projected increases in escalation as noted below.

Construction costs comprise new building construction, renovations to existing buildings and site construction. Construction costs provided in this CIP are based on the conceptual designs developed in the feasibility studies. They were prepared and reconciled by two independent professional cost estimators active on K-12 projects in the metropolitan DC markets, including Northern Virginia.

Soft costs comprise architecture/engineering design, construction management and commissioning fees, furniture, fixtures and equipment, data/communications and technology plus other miscellaneous costs needed to provide a complete project. Soft costs on recent Major Construction projects at APS have been approximately 22.5% of construction costs plus design and construction contingencies. Therefore, 22.5% for soft costs has been included in the total project costs for the CIP projects.

Contingencies are provided for design and construction costs. Contingencies are typically reduced as the design becomes increasingly well-defined from conceptual design through bid documents. Since the costs for the projects included in the CIP are based on conceptual designs, the contingencies are 15% for design and 5% for construction. A contingency for soft costs is included within the total provided for soft costs.

Escalation allows for variation in future market conditions on the price of construction labor and materials and the profit and productivity levels that contractors apply to their bids. Based on a survey of construction managers and professional cost estimators active in the region 4% escalation has been included in the CIP projects for FY 2013, FY 2014 and FY 2015, and 3% has been included for the remaining years of the CIP. Clearly predictions for escalation become increasingly unreliable the further into the future they are made, so escalation can be expected to vary substantially for the Major Construction projects scheduled for the later years of the ten-year plan.



## FINANCIAL ANALYSIS

As outlined in the previous sections, projects proposed for inclusion in the CIP are first evaluated on a number of factors. When that evaluation is complete, an analysis of APS' financial capacity is performed. Both the analysis of need and the analysis of financial capacity must be considered in the development of the CIP and the final placement of projects over the ten-year period of the CIP.

Financial capacity is defined as the ability to maintain service levels, withstand disruptions in the regional and local



economy, and meet the demands of normal growth and development. Because bond ratings reflect a jurisdiction’s financial condition and management expertise, the effect of a bond proposal on these ratings is also a concern. Bond rating agencies use a number of measures to evaluate the capacity of a jurisdiction to take on additional debt. Typically these are measures of wealth and ability to pay, and include debt as a proportion of the market or assessed value of real estate, and debt as a proportion of total income. There is no legal limit in Virginia on the level of general obligation debt issued by Virginia counties. County and APS staff use the following debt guidelines, outlined in County policy, to develop both the County and APS proposed capital improvement plans:

- Net tax-supported debt service payments as a percent of general expenditures will not exceed 10% within the ten-year projection (here, general expenditures includes all funds except the Capital Projects Fund)
- The ratio of net tax-supported debt to income will not exceed 6% within the ten-year projection
- Net tax-supported debt as a percentage of full market value ratio will not exceed 4% within the ten-year projection
- Debt service growth over the ten-year projection should not exceed the average ten-year historical revenue growth, currently 5.7%

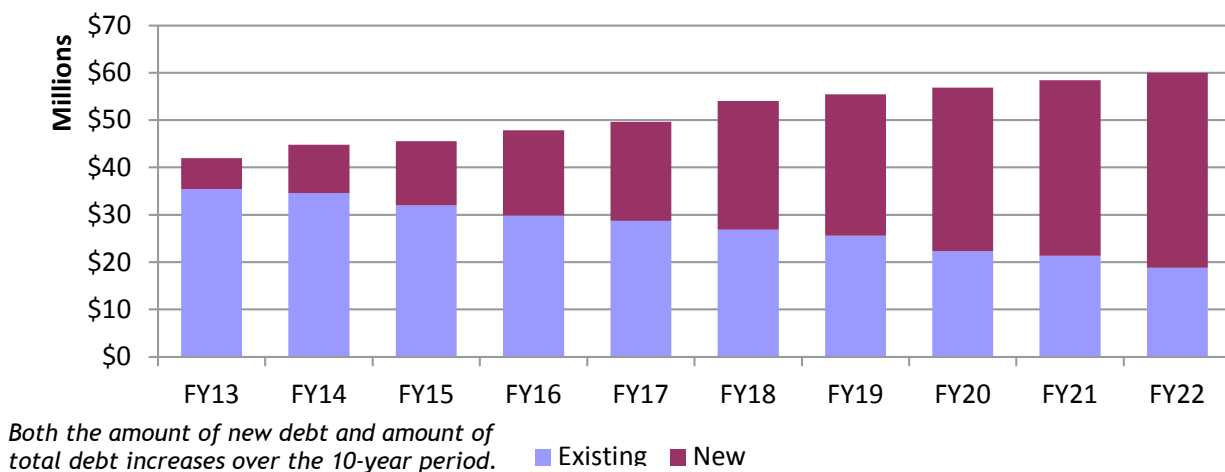
When assessing the debt guidelines, County and APS debt is combined for the debt to income ratio and the debt to property value ratio but each entity is assessed independently for the debt service as a percent of general expenditures ratio.

The table on page 13 shows the major construction projects that are included in APS’ FY 2013 – FY 2022 CIP as well as the timing of the sale of the bonds associated with these projects that allows us to meet the County’s debt management policies.

During the development of this CIP, Finance staff prepared and analyzed numerous financial scenarios in which the variables were estimated project timing, estimated project costs, timing of bond sales, and growth in County revenues. These scenarios provided estimates of funds available for the CIP.

Using the estimated project schedules and estimated costs as determined by professional cost estimators, APS staff developed a schedule of bond sales needed to fund each project. This, combined with the updated ten-year budget forecast, reviewed by the School Board at a CIP Work Session, provided the guidelines and framework for building a fiscally responsible CIP for FY 2013 – FY 2022.

### New vs. Existing Debt



# MAJOR CONSTRUCTION PROJECT DETAILS

In this section of the CIP, an overview is provided for each of the new projects planned for the next ten years as well as projects that were approved in and are ongoing from the FY 2011 – FY 2016 CIP. The project overviews include a general description of the project and a general assessment of the operating impact of the project.

Also shown is a summary outlining the total cost of the project, the fiscal year or bond year in which funding is provided over the ten-year planning period (FY 2013 – FY 2022), and the project timeline. For capacity projects at specific schools, the physical size of the school/ addition and the number of seats added is also provided. Where applicable, funding from prior years is noted.

## NEW ELEMENTARY SCHOOL #1 WILLIAMSBURG MIDDLE SCHOOL SITE

### Project Description

The proposed new neighborhood elementary school with a capacity of approximately 600 students would be located on the Williamsburg Middle School site, which at twenty-five acres is the largest middle school property in the County. The school would address critical capacity needs at existing schools, notably Tuckahoe, and projected enrollment growth in the northeast and northwest quadrants of the County. Boundary changes would be required to develop a “neighborhood” for the new school and to ensure a high level of utilization as soon as possible after completion. Integration with middle school boundaries will be examined as part of the planning process.

The new school would take advantage of available land while also retaining at least the same number of ball fields as currently exists. Proximity to Williamsburg Middle School would create a K to 8 campus and allow flexibility for future changes in enrollment.

### Operating Impact

Additional staffing and additional overhead costs to operate the school will be required.

#### Project Highlights

Total Cost: \$43,100,000

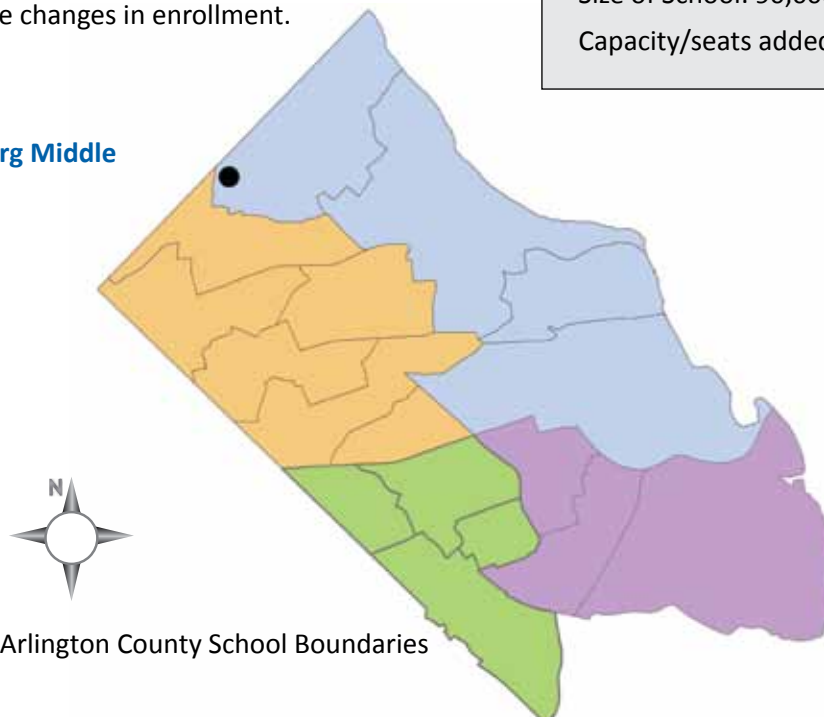
Current Revenue:  
 2012 \$ 4,000,000 Design  
 2013 \$10,900,000 Construction

Bond Referenda:  
 2012 \$28,200,000 Construction

Project Timeline:  
 Design Completed 2013  
 Construction Completed 2015

Size of School: 90,000 square feet  
 Capacity/seats added: 600

Williamsburg Middle School Site



Arlington County School Boundaries

## NEW ELEMENTARY SCHOOL #2

### CARLIN SPRINGS ELEMENTARY SCHOOL/KENMORE MIDDLE SCHOOL CAMPUS

#### Project Description

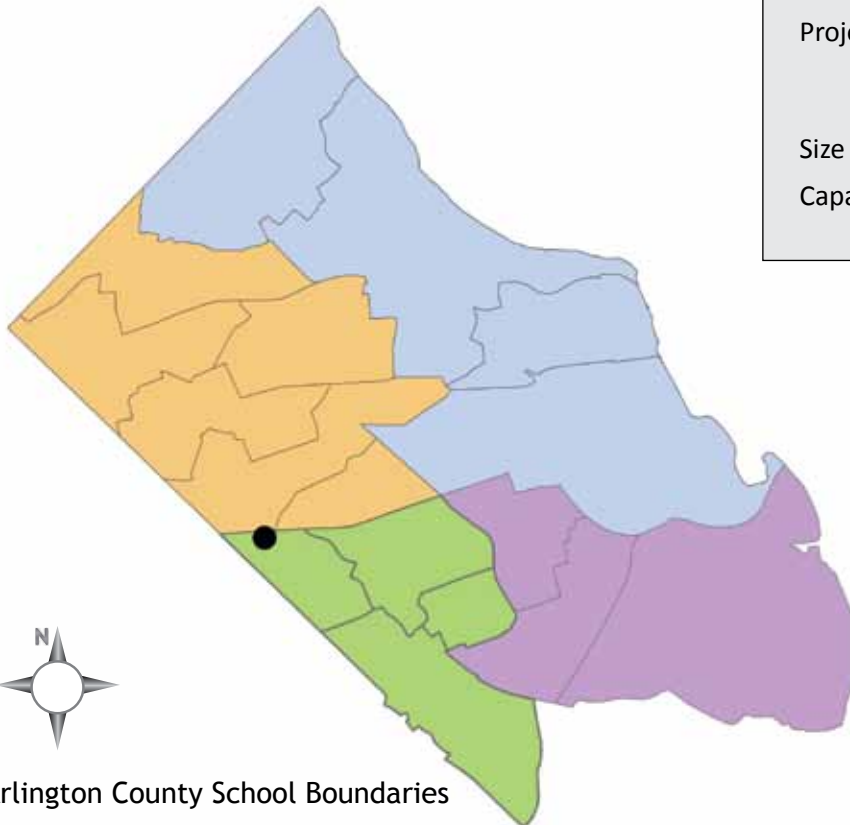
The proposed new choice elementary school with a capacity of approximately 600 students will be located on the Carlin Springs Elementary School/Kenmore Middle School Campus, which at thirty-two acres is the largest school property in the County. While the choice program has not yet been identified, the new school would address capacity needs both countywide and at one or more existing neighborhood schools if an existing choice program is relocated from another school or schools.

The new school would take advantage of available land while also retaining at least the same number of ball fields as currently exists. Proximity to Carlin Springs Elementary School and Kenmore Middle School would enhance the existing K-8 campus and allow flexibility for future changes in enrollment.

#### Operating Impact

Additional staffing and additional overhead costs to operate the school will be required.

#### Carlin Springs Elementary School/ Kenmore Middle School Campus



#### Project Highlights

Total Cost: \$46,400,000

Bond Referenda:

2012	\$ 4,500,000	Design
2014	<u>\$41,900,000</u>	Construction
	\$46,400,000	

Project Timeline:

Design Completed	2015
Construction Completed	2017

Size of School: 90,000 square feet

Capacity/seats added: 600

## SCHOOL ADDITION

### ARLINGTON TRADITIONAL SCHOOL

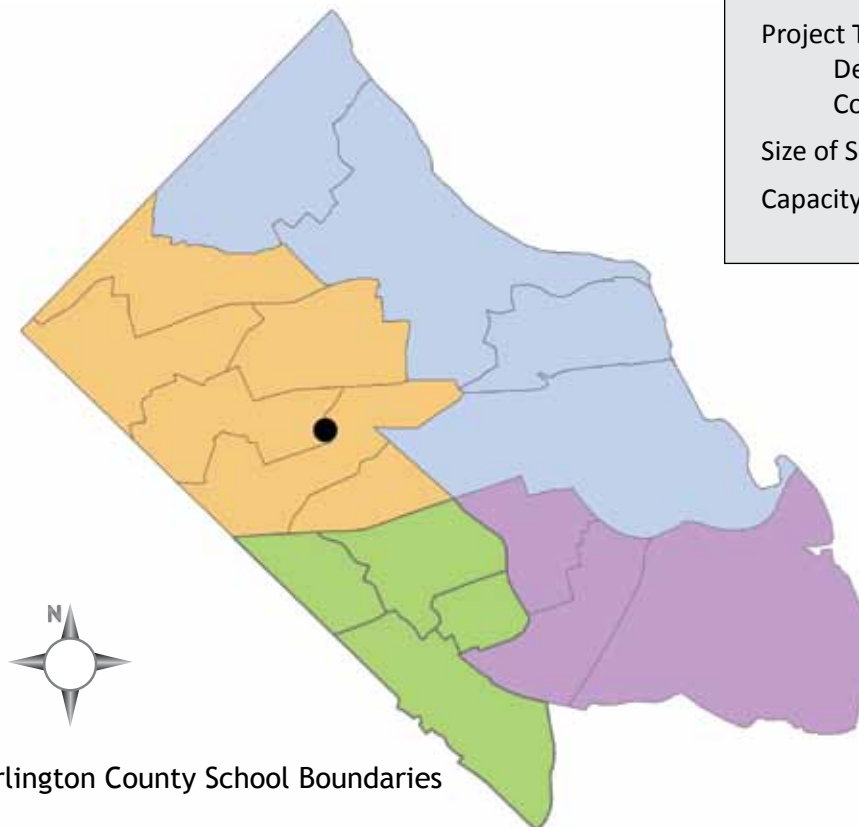
#### Project Description

The proposed twelve-room addition to Arlington Traditional School would increase school capacity from three to four classes per grade and provide space for pre-K or other stand-alone programs currently located at neighborhood schools. The addition would therefore address capacity needs county-wide. The project would include interior renovations and building system upgrades needed to accommodate the increased capacity, as well as site construction to improve pedestrian and vehicular circulation and parking.

#### Operating Impact

Additional overhead costs to operate the school will be required.

#### Arlington Traditional School



#### Project Highlights

Total Cost: \$16,100,000

Bond Referenda:

2012 \$ 1,600,000 Design

2014 \$14,500,000 Construction

\$16,100,000

Project Timeline:

Design Completed 2015

Construction Completed 2016

Size of School: 26,700 square feet

Capacity/seats added: 225

## SCHOOL ADDITION

### ASHLAWN ELEMENTARY SCHOOL

#### Project Description

The proposed twelve-room addition to Ashlawn Elementary School would increase the capacity of this neighborhood school. The additional capacity would address projected enrollment growth within the Ashlawn boundary and elsewhere in the northwest quadrant of the County as well as provide space for additional Pre-K or stand-alone programs.

The project would include interior renovations and building system upgrades needed to accommodate the increased capacity. New site construction would improve pedestrian and vehicular circulation and parking.

#### Operating Impact

Additional overhead costs to operate the school will be required.

#### Project Highlights

Total Cost: \$14,900,000

Current Revenue:

2012	\$ 1,400,000	Design
2013	<u>\$13,500,000</u>	Construction
	\$14,900,000	

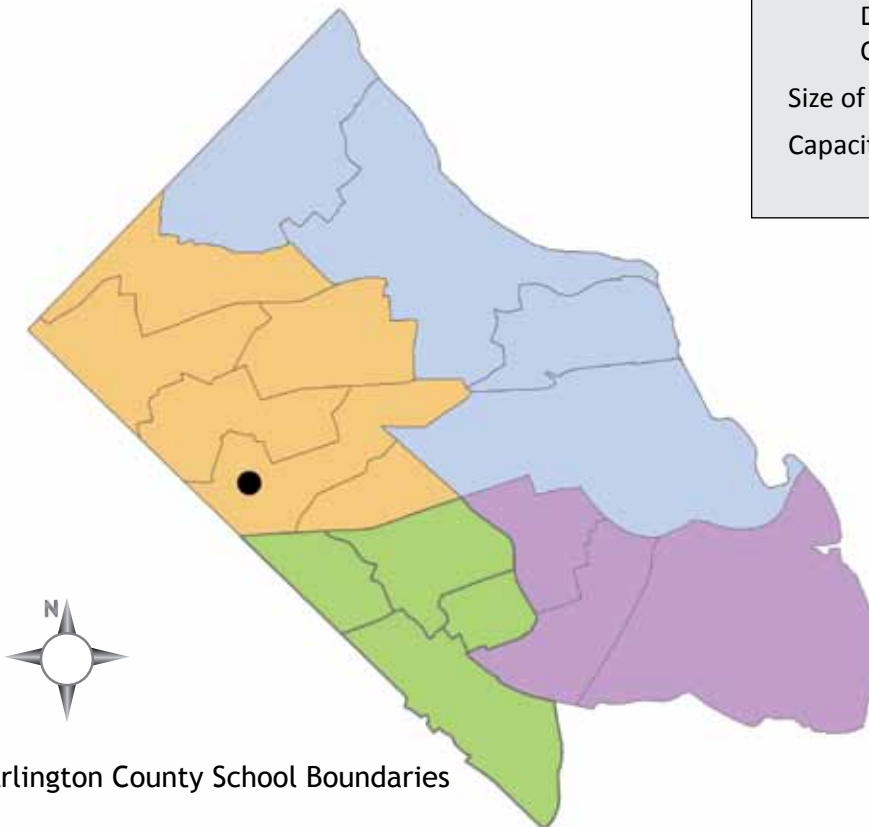
Project Timeline:

Design Completed	2013
Construction Completed	2014

Size of School: 26,700 square feet

Capacity/seats added: 225

#### Ashlawn Elementary School



Arlington County School Boundaries

**SCHOOL ADDITION**  
**MCKINLEY ELEMENTARY SCHOOL**

**Project Description**

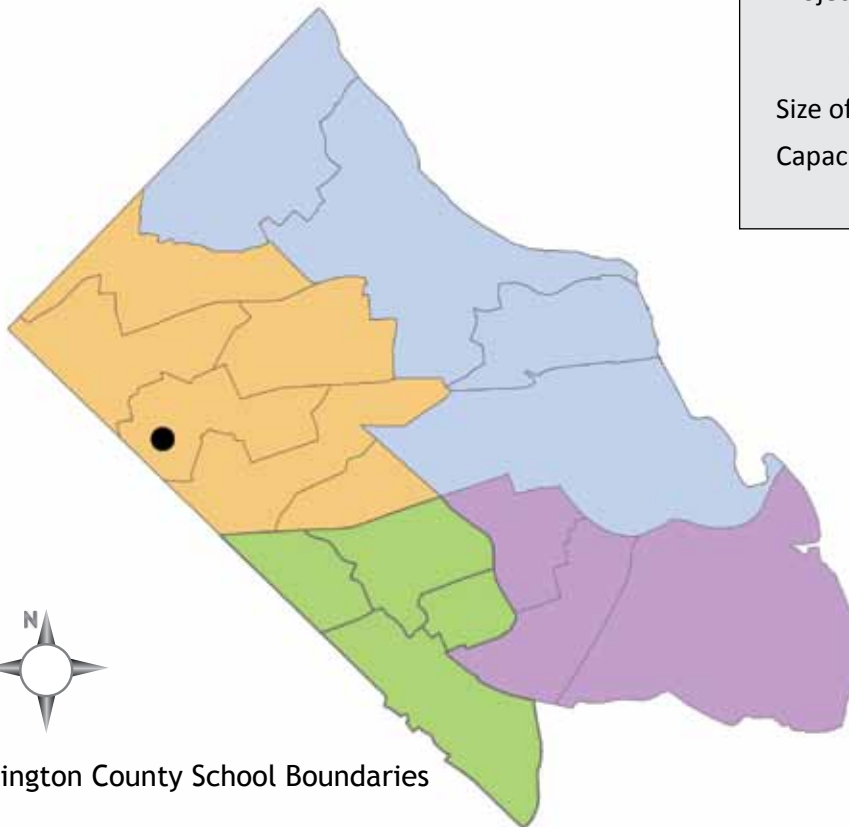
The proposed twelve-room addition to McKinley Elementary School would increase the capacity of this neighborhood school. The additional capacity would address projected enrollment growth within the McKinley boundary and elsewhere in the northwest quadrant of the County.

The project would include interior renovations and building system upgrades needed to accommodate the increased capacity. New site construction would improve pedestrian and vehicular circulation and parking.

**Operating Impact**

Additional overhead costs to operate the school will be required.

**McKinley Elementary School**



**Project Highlights**

Total Cost: \$16,100,000

Bond Referenda:

2012	\$ 1,600,000	Design
2014	<u>\$14,500,000</u>	Construction
	\$16,100,000	

Project Timeline:

Design Completed	2015
Construction Completed	2016

Size of School: 26,700 square feet

Capacity/seats added: 225

Arlington County School Boundaries

## HVAC PROJECTS

### Various Locations

#### Project Description

In 2007, APS created a task force to review HVAC needs throughout the system. The committee report was issued in July 2008 and recommended a number of corrective steps to recover from a period of deferred maintenance and improve the overall HVAC performance within APS. This formed the basis for a long-term Master Plan. Further detailed equipment and work order analysis was conducted and the Master Plan was presented to the School Board in April 2010 and helped inform bond requests in the last CIP. The key components were to achieve major gains in the area of preventive maintenance (PM) and to acquire funds for major improvements outside the parameters of normal Minor Construction/Major Maintenance (MC/MM) program funding. Both of these objectives were largely achieved: the first through the creation of an evening shift and the second through a successful bond referendum request. The projects at both Taylor and H-B Woodlawn are complete.

With the change to a ten-year CIP, Maintenance staff aims to expand this very successful approach to include years six to ten and have included a proposal for additional bond funding in this CIP with specific locations still to be determined.

#### Operating Impact

Since these projects are expected to include significant HVAC system work, it is expected that these improvements will affect utility costs. However, until projects are completed, the effect on utilities cannot be quantified.

#### Project Highlights

Total Cost: \$12,800,000

Bond Referenda:

2012	\$ 4,800,000
2014	\$ 2,000,000
2016	\$ 2,000,000
2018	\$ 2,000,000
2020	<u>\$ 2,000,000</u>
	\$12,800,000

Project Timeline:

Throughout Ten-year Cycle

## ROOFING PROJECTS

### Various Locations

#### Project Description

As part of the Minor Construction/Major Maintenance (MC/MM) budget process, APS has provided some funding for roofing repair projects in past years. To provide a more comprehensive approach to roof replacement as necessary throughout the system during development of the last CIP, APS contracted for a study to review buildings with perceived major roofing needs which may fall within the next six years. Specific details of work to be performed at each school are available in the Gale report, a copy of which is available in the Facilities and Operations department. The report recommendations provided a basis for acquiring the requisite funding which was clearly beyond the parameters of normal MC/MM program funding. The first funding was achieved through a successful bond referendum request in 2010. The work at the Career Center and Tuckahoe Elementary are complete and Facilities roof should be completed by the end of the summer of 2012. The balance of work locations are identified but the practical order in which to do them cannot be finalized until the "More Seats for More Students" project outcome is known.

With the change to a ten-year CIP, Maintenance staff aims to expand this very successful approach to include years six to ten and have included a proposal for additional bond funding in this CIP with specific locations still to be determined.

#### Operating Impact

Once major roofing systems are replaced or repaired, it is expected annual maintenance and energy costs will decrease significantly.

#### Project Highlights

Total Cost: \$21,830,000

Bond Referenda:

2012	\$ 4,720,000
2014	\$ 5,110,000
2016	\$ 4,000,000
2018	\$ 4,000,000
2020	<u>\$ 4,000,000</u>
	\$21,830,000

Project Timeline:

Throughout Ten-year Cycle

## MAJOR INFRASTRUCTURE INVESTMENTS

### Various Locations

#### Project Description

Following the early success of major HVAC and roofing replacement programs funded through bonds, APS proposes to expand these programs through the new ten-year CIP and add in major infrastructure investments in the form of electrical, lighting, and window component programs in years six through ten. All of this continues our recovery from a period of deferred maintenance and increases our building comfort and energy efficiency.

#### Operating Impact

Once major infrastructure systems are replaced or repaired, it is expected annual maintenance and energy costs will decrease significantly.

#### Project Highlights

Total Cost: \$21,000,000

Bond Referenda:

2014	\$ 3,000,000
2016	\$ 6,000,000
2018	\$ 6,000,000
2020	<u>\$ 6,000,000</u>
	\$21,000,000

Project Timeline:

Throughout Ten-year Cycle



## ONGOING PROJECTS

### FROM PRIOR CAPITAL IMPROVEMENT PLAN

#### Fiber Optic Cable Installation

#### County-Wide

#### Project Description

In 1998, the County and APS approved a franchise agreement with Comcast that provided for a private fiber optic network connected to most APS facilities which has become the backbone of APS communications. As part of the agreement, Comcast provided access to their cable at no cost to the County and APS. However, this cable franchise agreement expires on July 1, 2013. The County and APS now have a plan for providing fiber optic cable to buildings across the County, including school buildings.

#### Project Highlights

Total Cost: \$ 2,303,000

Bond Referenda:

2010	\$ 2,303,000
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#### Wakefield High School

#### Project Description

The Wakefield High School project commenced construction in the summer of 2011 and is scheduled for completion in the summer of 2014. Funding for the project was approved as part of the 2008 and 2010 bond referenda.

#### Project Highlights

Total Cost: \$115,271,000

Bond Referenda:

2008	\$ 11,100,000
2010	<u>\$104,171,000</u>
	\$115,271,000



# OTHER CIP PROJECTS

## MINOR CONSTRUCTION/MAJOR MAINTENANCE

The Minor Construction/Major Maintenance (MC/MM) program provides annual funding from current revenues for major system and component replacement, improvements in the configuration of educational spaces and facility systems, and a budget reserve.

Each year, the MC/MM Committee, composed of staff from the Facilities and Finance departments, representatives from each principals group and an Advisory Council on School Facilities member, meets throughout the fall and reviews all requests based on the following criteria:

- Mandates
- Immediate Instructional Needs
- Essential Building Repairs
- General Instructional Enhancements
- General Building Enhancements

Within these criteria, according to information received from the Facilities department after its assessments of the requested projects, the Committee categorizes the projects as:

- Urgent – cannot be delayed; needed immediately for health and safety reasons
- Necessary – needed within 3 years to maintain basic level and quality community services
- Desirable – needed within 4-6 years to improve quality and level of service

Based on this system, an Urgent, Immediate Instructional Need receives a higher priority than a Necessary, Immediate Instructional Need. Similarly, a Necessary, Immediate Instructional Need receives a higher priority than a Desirable, Immediate Instructional Need. After the Committee categorizes each project, some requests are forwarded to the Maintenance department to be

MINOR CONSTRUCTION/MAJOR MAINTENANCE FUND BY ACCOUNT						
Account Description	Adopted FY 2012	FY13	FY14	FY15	FY16	FY17
ADA Upgrades	\$100,000	\$102,500	\$105,575	\$108,742	\$112,005	\$115,365
Annual Testing	\$250,000	\$205,000	\$211,150	\$217,485	\$224,009	\$230,729
Asbestos Abatement	\$80,000	\$41,000	\$100,000	\$42,845	\$44,130	\$104,500
Concrete Replacement	-	\$51,250	\$52,788	\$54,371	\$56,002	\$57,682
Consulting Fees	\$120,000	\$246,000	\$253,380	\$260,981	\$268,811	\$276,875
Flooring	\$20,000	\$830,250	\$744,008	\$880,814	\$907,238	\$934,452
Grounds Improvements	\$65,000	\$76,875	\$159,181	\$163,957	\$168,875	\$173,942
HVAC Reserve	\$350,000	\$307,500	\$316,725	\$326,227	\$336,014	\$346,094
Indoor Air Quality (IAQ)	\$150,000	\$102,500	\$102,500	\$105,575	\$108,742	\$112,005
Kitchen Equipment	\$62,000	\$63,550	\$63,550	\$65,457	\$150,000	\$154,500
Painting	-	\$445,875	\$459,251	\$473,029	\$487,220	\$501,836
Paving/Striping	-	\$52,275	\$53,843	\$55,459	\$57,122	\$58,836
Playgrounds	\$60,000	\$56,375	\$238,066	\$245,208	\$252,564	\$260,141
Plumbing	-	\$102,500	\$105,575	\$108,742	\$112,005	\$115,365
Relocatables	\$2,210,000	\$2,203,125	\$312,625	\$322,004	\$331,664	\$341,614
Roofing	\$100,000	\$92,250	\$95,018	\$97,868	\$100,804	\$103,828
Security	\$200,000	\$205,000	\$211,150	\$217,485	\$224,009	\$230,729
Siding	-	\$35,875	-	\$40,000	-	\$40,000
Specific Projects	\$1,302,151	\$840,500	\$500,000	\$515,000	\$530,450	\$546,364
Theater Safety Projects	\$100,000	\$307,500	\$316,725	\$100,000	\$50,000	\$50,000
Sal & Ben./Adm. Costs	\$743,778	\$874,507	\$900,742	\$927,764	\$955,597	\$984,265
Capital Reserve	\$309,988	\$957,075	\$316,725	\$326,227	\$336,014	\$346,094
<b>Total - MC/MM</b>	<b>\$6,222,917</b>	<b>\$8,199,282</b>	<b>\$5,618,577</b>	<b>\$5,655,239</b>	<b>\$5,813,275</b>	<b>\$6,085,216</b>

completed as work orders. The remaining requests are reviewed and prioritized by staff according to the criteria listed above and the MC/MM budget is developed.

The current MC/MM budget is used as the basis for estimating the budgets for MC/MM for the next nine years. For FY 2013, the MC/MM budget totals \$8,199,282, including the purchase of additional relocatables.

## FUNDING SUMMARY

The chart below outlines the current and coming year budgets for MC/MM as well as the out-year estimates of projected needs. The chart shows estimates only and will likely change each year, depending upon the availability of funds during budget development.



<b>MINOR CONSTRUCTION/MAJOR MAINTENANCE FUND BY ACCOUNT</b>						
<b>Account Description</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY13-22</b>
ADA Upgrades	\$118,826	\$122,391	\$126,063	\$129,844	\$133,740	<b>\$1,175,050</b>
Annual Testing	\$237,651	\$244,781	\$252,124	\$259,688	\$267,478	<b>\$2,350,094</b>
Asbestos Abatement	\$46,116	\$47,500	\$109,203	\$49,637	\$51,126	<b>\$636,057</b>
Concrete Replacement	\$59,413	\$61,195	\$63,031	\$64,922	\$66,870	<b>\$587,525</b>
Consulting Fees	\$285,181	\$293,736	\$302,549	\$311,625	\$320,974	<b>\$2,820,112</b>
Flooring	\$962,487	\$991,363	\$1,021,104	\$1,051,737	\$1,083,289	<b>\$9,406,743</b>
Grounds Improvements	\$179,160	\$184,535	\$190,071	\$195,773	\$201,646	<b>\$1,694,016</b>
HVAC Reserve	\$356,477	\$367,171	\$378,186	\$389,532	\$401,218	<b>\$3,525,144</b>
Indoor Air Quality (IAQ)	\$115,365	\$118,826	\$122,391	\$126,063	\$129,844	<b>\$1,143,810</b>
Kitchen Equipment	\$159,135	\$163,909	\$168,826	\$173,891	\$179,108	<b>\$1,341,926</b>
Painting	\$516,893	\$532,397	\$548,369	\$564,820	\$581,765	<b>\$5,111,454</b>
Paving/Striping	\$60,601	\$62,419	\$64,292	\$66,220	\$68,207	<b>\$599,274</b>
Playgrounds	\$267,946	\$275,984	\$284,263	\$292,791	\$301,575	<b>\$2,474,914</b>
Plumbing	\$118,826	\$122,391	\$126,063	\$129,844	\$133,740	<b>\$1,175,050</b>
Relocatables	\$351,862	\$362,418	\$373,290	\$384,489	\$396,024	<b>\$5,379,115</b>
Roofing	\$106,943	\$110,151	\$113,456	\$116,860	\$120,365	<b>\$1,057,543</b>
Security	\$237,651	\$244,781	\$252,124	\$259,688	\$267,478	<b>\$2,350,094</b>
Siding	-	\$40,000	-	\$40,000	\$40,000	<b>\$235,875</b>
Specific Projects	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	<b>\$5,920,053</b>
Theater Safety Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	<b>\$1,074,225</b>
Sal & Ben./Adm. Costs	\$1,001,027	\$1,031,058	\$1,061,990	\$1,093,849	\$1,126,665	<b>\$9,957,465</b>
Budget Reserve	\$356,477	\$367,171	\$378,186	\$389,532	\$401,218	<b>\$4,174,719</b>
<b>Total - MC/MM</b>	<b>\$6,150,791</b>	<b>\$6,373,814</b>	<b>\$6,582,606</b>	<b>\$6,755,742</b>	<b>\$6,955,714</b>	<b>\$64,190,257</b>

The following tables provide more detailed information for the Minor Construction/Major Maintenance projects planned for FY 2013. The table below provides the location, whether a particular building or system-wide, at which the work will be completed, a brief project description, and the anticipated cost of the project.

<b>FY 2013 Minor Construction/Major Maintenance (MC/MM) Projects by Location</b>		
<b>Building</b>	<b>Project</b>	<b>Anticipated Cost</b>
Abingdon	Replace sewage ejector pit	\$25,625
Ashlawn	New Terraflex Gym Floor	\$51,250
Barcroft	Painting	\$102,500
Carlin Springs	Ventilation unit overhaul	\$35,875
Claremont	Replace PA system	\$10,250
Drew	Water infiltration correction	\$200,000
Glebe	Footpath lights to neighborhood	\$21,125
Gunston	Replace PA system	\$10,250
Henry/Career Center	Repave/restripe parking lot	\$76,875
Henry	HVAC improvements	\$20,500
Jamestown	Table and bench replacement	\$76,875
	Painting	\$102,500
Long Branch	Painting	\$102,500
McKinley	Table and bench replacement	\$76,875
Randolph	New VCT Floor	\$41,000
Stratford	Awning for path to trailer	\$25,000
Taylor	New Terraflex Gym Floor	\$76,875
Trade Center	Fire alarm replacement	\$121,250
Tuckahoe	Painting	\$102,500
Wakefield	Repair bleachers	\$100,000
Washington-Lee	Repair bleachers	\$40,000
Subtotal Projects by Location		\$1,419,625

<b>FY 2013 Minor Construction/Major Maintenance (MC/MM) System-wide Projects</b>	
<b>Project</b>	<b>Anticipated Cost</b>
ADA upgrades—various projects	\$102,500
Annual testing—fire alarms, water, backflow prevention, sprinklers, etc.	\$205,000
Asbestos/Air monitoring—various projects	\$41,000
Concrete/Paving—repairs	\$51,250
Consulting fees—various projects	\$246,000
Floors—repairs	\$46,125
Floors—three locations to be determined	\$615,000
Fields/Grounds upkeep—various projects	\$76,875
HVAC controls upgrade	\$307,500
Lot striping	\$52,275
Indoor Air Quality (IAQ) investigation and remediation	\$102,500
Kitchen equipment upgrades and installation	\$63,550
Painting	\$35,875
Playgrounds—various projects	\$56,375
Plumbing	\$102,500
Relocatables	\$2,203,125
Roofing—repairs	\$92,250
Security—various projects	\$205,000
Siding	\$35,875
Theater safety corrections	\$307,500
MC/MM Budget Reserve	\$957,075
Salaries & Benefits/Administrative Costs	\$874,507
<b>Subtotal System-wide</b>	<b>\$6,779,282</b>

**Total Minor Construction/Major Maintenance      \$8,199,282**

# A HISTORY OF THE CIP

Arlington Public Schools first began publishing a Capital Improvement Plan in 1988. The early CIPs included projects such as HVAC replacements, window replacements, recurring major maintenance like roof replacements and playground resurfacing, and “facility alteration/new construction”. At that time, “facility alteration/new construction” included projects such as kitchen construction, installation of elevators and renovation of science labs. Today, with over two decades of capital improvement planning experience, APS now includes many types of projects in its CIP - some are quite small and straightforward while others are very large and complex.

In 1988, Arlington County first began issuing bonds for the school system. Through bond referenda from 1988 forward, the Arlington community has provided \$611,911,500 for school construction.

Since 1996, APS has renovated, renewed or expanded 18 schools; replaced or reconstructed ten schools; constructed one entirely new school and one new track facility; and provided technology cabling for all schools. These projects and their actual costs (through December 31, 2011) may be found on the following page.

Additionally, since 1996, almost \$69 million has been budgeted for smaller recurring maintenance projects. These types of projects were previously called Pay-Go, but are now called Minor Construction/Major Maintenance (MC/MM). These projects are still funded by current revenues (non-bond) on a pay-as-you-go basis.

## Bond Referenda Summary

<b>1988</b>	<b>\$12,800,000</b>
<b>1990</b>	<b>\$23,000,000</b>
<b>1992</b>	<b>\$24,425,000</b>
<b>1994</b>	<b>\$36,100,000</b>
<b>1996</b>	<b>\$29,120,000</b>
<b>1998</b>	<b>\$50,705,000</b>
<b>2000</b>	<b>\$42,612,500</b>
<b>2002</b>	<b>\$78,996,000</b>
<b>2004</b>	<b>\$78,128,000</b>
<b>2006</b>	<b>\$33,712,000</b>
<b>2008</b>	<b>\$99,425,000</b>
<b>2010</b>	<b><u>\$102,888,000</u></b>
	<b>\$611,911,500</b>



## COMPLETED PROJECTS

Shown below are completed projects and their total cost. For the joint projects at Drew, Gunston, Hoffman-Boston and Langston, the costs shown include the total project costs for both APS and the County.

### Renewals and/or Expansion

Abingdon . . . . .	\$685,243
Arlington Science Focus . . . . .	\$8,213,531
Arlington Traditional . . . . .	\$5,967,856
Ashlawn . . . . .	\$1,022,579
Barrett . . . . .	\$3,417,215
Campbell . . . . .	\$2,325,153
Claremont . . . . .	\$7,596,177
Glebe . . . . .	\$10,351,385
Gunston Phases II & III . . . . .	\$18,787,032
H-B Woodlawn . . . . .	\$3,613,026
Jamestown . . . . .	\$5,907,181
Jefferson . . . . .	\$9,835,328
Key . . . . .	\$7,324,808
Nottingham . . . . .	\$12,803,533
Oakridge . . . . .	\$6,925,880
Swanson . . . . .	\$6,457,246
Tuckahoe . . . . .	\$5,892,673
Williamsburg . . . . .	\$3,485,959

### Replacement/Reconstruction

Drew . . . . .	\$13,077,017
Hoffman-Boston . . . . .	\$12,721,115
Langston . . . . .	\$9,681,193
Yorktown Phase I . . . . .	\$9,599,840

### New School

Carlin Springs . . . . .	\$15,232,091
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### Other

Washington-Lee track . . . . .	\$1,390,676
Wakefield roof replacement . . . . .	\$1,330,880
Ed Center renovations . . . . .	\$2,295,333

## ONGOING PROJECTS

Shown below are ongoing projects and expenditures as shown in the Quarterly Status Report on Capital Programs ending March 31, 2012.

### Replacement/Reconstruction of 5 Schools

Kenmore . . . . .	\$37,898,469
Reed . . . . .	\$16,623,344
Yorktown Phase II . . . . .	\$66,075,958
Wakefield . . . . .	\$30,484,196
Washington-Lee . . . . .	\$99,327,247



# SUPPLEMENTAL INFORMATION

## APS BUILDING CAPACITIES AND PROJECTED STUDENT ENROLLMENT 2011-2017 (NO DUAL ENROLLED STUDENTS)

School	Capacity	2011		2012		2013		2014	
		Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent
Abingdon	589	500	84.9%	509	86.4%	503	85.4%	523	88.8%
ASF	553	573	103.6%	572	103.4%	621	112.3%	656	118.6%
ATS	465	489	105.2%	502	108.0%	501	107.7%	501	107.7%
Ashlawn	459	478	104.1%	543	118.3%	546	119.0%	587	127.9%
Barcroft	460	447	97.2%	491	106.7%	530	115.2%	557	121.1%
Barrett	576	555	96.4%	554	96.2%	555	96.4%	573	99.5%
Campbell	436	435	99.8%	460	105.5%	484	111.0%	498	114.2%
Carlin Springs	585	582	99.5%	586	100.2%	614	105.0%	619	105.8%
Claremont	599	577	96.3%	639	106.7%	645	107.7%	650	108.5%
Drew	674	589	87.4%	606	89.9%	626	92.9%	642	95.3%
Glebe	510	521	102.2%	527	103.3%	580	113.7%	617	121.0%
Henry	463	438	94.6%	464	100.2%	478	103.2%	491	106.0%
Hoffman-Boston	566	380	67.1%	404	71.4%	415	73.3%	415	73.3%
Jamestown	597	595	99.7%	636	106.5%	646	108.2%	657	110.1%
Key	653	645	98.8%	663	101.5%	679	104.0%	704	107.8%
Long Branch	533	510	95.7%	494	92.7%	506	94.9%	516	96.8%
McKinley	443	494	111.5%	545	123.0%	570	128.7%	605	136.6%
Nottingham	513	614	119.7%	617	120.3%	672	131.0%	680	132.6%
Oakridge	674	666	98.8%	705	104.6%	764	113.4%	802	119.0%
Randolph	484	431	89.0%	445	91.9%	481	99.4%	488	100.8%
Taylor	659	694	105.3%	723	109.7%	758	115.0%	811	123.1%
Tuckahoe	545	680	124.8%	701	128.6%	754	138.3%	781	143.3%
<b>Total Elem Cap</b>	<b>12036</b>	<b>11893</b>	<b>98.8%</b>	<b>12386</b>	<b>102.9%</b>	<b>12928</b>	<b>107.4%</b>	<b>13373</b>	<b>111.1%</b>
Gunston	932	733	78.6%	792	85.0%	840	90.1%	889	95.4%
Jefferson	931	681	73.1%	757	81.3%	792	85.1%	837	89.9%
Kenmore	985	741	75.2%	789	80.1%	837	85.0%	887	90.1%
Swanson	948	865	91.2%	919	96.9%	960	101.3%	1024	108.0%
Williamsburg	997	903	90.6%	972	97.5%	1008	101.1%	1073	107.6%
H-B Woodlawn	221	228	103.2%	222	100.5%	221	100.0%	221	100.0%
<b>Total Middle Cap</b>	<b>5014</b>	<b>4151</b>	<b>82.8%</b>	<b>4451</b>	<b>88.8%</b>	<b>4658</b>	<b>92.9%</b>	<b>4931</b>	<b>98.3%</b>
Wakefield	1797	1399	77.9%	1420	79.0%	1434	79.8%	1502	83.6%
Washington-Lee	1854	1927	103.9%	1926	103.9%	1967	106.1%	1946	105.0%
Yorktown	1862	1776	95.4%	1806	97.0%	1860	99.9%	1950	104.7%
H-B Woodlawn	390	385	98.7%	386	99.0%	389	99.7%	389	99.7%
<b>Total High Cap</b>	<b>5903</b>	<b>5487</b>	<b>93.0%</b>	<b>5538</b>	<b>93.8%</b>	<b>5650</b>	<b>95.7%</b>	<b>5787</b>	<b>98.0%</b>
<b>Total</b>	<b>22953</b>	<b>21531</b>	<b>93.8%</b>	<b>22375</b>	<b>97.5%</b>	<b>23236</b>	<b>101.2%</b>	<b>24091</b>	<b>105.0%</b>
Integration Station	n/a	52	n/a	52	n/a	52	n/a	52	n/a
Stratford Program	n/a	51	n/a	53	n/a	51	n/a	51	n/a
Arlington Mill	n/a	123	n/a	123	n/a	102	n/a	92	n/a
Langston	n/a	66	n/a	73	n/a	65	n/a	71	n/a
<b>Enrollment TOTAL</b>		<b>21823</b>		<b>22676</b>		<b>23506</b>		<b>24357</b>	

School	Capacity	2015		2016		2017	
		Enrollment	Percent	Enrollment	Percent	Enrollment	Percent
Abingdon	589	537	91.2%	540	91.7%	569	96.6%
ASF	553	666	120.4%	671	121.3%	675	122.1%
ATS	465	501	107.7%	501	107.7%	477	102.6%
Ashlawn	459	581	126.6%	590	128.5%	594	129.4%
Barcroft	460	578	125.7%	599	130.2%	587	127.6%
Barrett	576	566	98.3%	583	101.2%	587	101.9%
Campbell	436	512	117.4%	514	117.9%	518	118.8%
Carlin Springs	585	632	108.0%	643	109.9%	660	112.8%
Claremont	599	655	109.3%	654	109.2%	638	106.5%
Drew	674	659	97.8%	662	98.2%	682	101.2%
Glebe	510	621	121.8%	628	123.1%	651	127.6%
Henry	463	494	106.7%	505	109.1%	511	110.4%
Hoffman-Boston	566	410	72.4%	424	74.9%	425	75.1%
Jamestown	597	666	111.6%	680	113.9%	683	114.4%
Key	653	721	110.4%	724	110.9%	736	112.7%
Long Branch	533	529	99.2%	538	100.9%	547	102.6%
McKinley	443	629	142.0%	623	140.6%	656	148.1%
Nottingham	513	696	135.7%	711	138.6%	719	140.2%
Oakridge	674	828	122.8%	827	122.7%	835	123.9%
Randolph	484	507	104.8%	508	105.0%	514	106.2%
Taylor	659	820	124.4%	828	125.6%	854	129.6%
Tuckahoe	545	794	145.7%	804	147.5%	808	148.3%
<b>Total Elem Cap</b>	<b>12036</b>	<b>13602</b>	<b>113.0%</b>	<b>13757</b>	<b>114.3%</b>	<b>13926</b>	<b>115.7%</b>
Gunston	932	940	100.9%	1016	109.0%	1059	113.6%
Jefferson	931	884	95.0%	956	102.7%	996	107.0%
Kenmore	985	936	95.0%	1013	102.8%	1054	107.0%
Swanson	948	1080	113.9%	1165	122.9%	1216	128.3%
Williamsburg	997	1135	113.8%	1224	122.8%	1277	128.1%
H-B Woodlawn	221	221	100.0%	221	100.0%	221	100.0%
<b>Total Middle Cap</b>	<b>5014</b>	<b>5196</b>	<b>103.6%</b>	<b>5595</b>	<b>111.6%</b>	<b>5823</b>	<b>116.1%</b>
Wakefield	1797	1558	86.7%	1638	91.2%	1737	96.7%
Washington-Lee	1854	2088	112.6%	2191	118.2%	2305	124.3%
Yorktown	1862	2014	108.2%	2126	114.2%	2254	121.1%
H-B Woodlawn	390	389	99.7%	389	99.7%	389	99.7%
<b>Total High Cap</b>	<b>5903</b>	<b>6049</b>	<b>102.5%</b>	<b>6344</b>	<b>107.5%</b>	<b>6685</b>	<b>113.2%</b>
<b>Total</b>	<b>22953</b>	<b>24847</b>	<b>108.3%</b>	<b>25696</b>	<b>112.0%</b>	<b>26434</b>	<b>115.2%</b>
Integration Station	n/a	52	n/a	52	n/a	52	n/a
Stratford Program	n/a	51	n/a	51	n/a	51	n/a
Arlington Mill	n/a	110	n/a	110	n/a	112	n/a
Langston	n/a	68	n/a	75	n/a	80	n/a
<b>Enrollment TOTAL</b>		<b>25128</b>		<b>25984</b>		<b>26729</b>	