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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

Table of Contents

INTRODUCTION1

GUIDE TO READING THE CIP 8

BUDGET CALENDAR..... 9

A. OVERVIEW

CIP Message.....A-1

Adopted FY 2011 – 2016 CIP Board Report & Attachments.....A-2

Financial & Debt Management Policies.....A-16

2010 Bond Referenda Board ReportA-24

Bond Referenda History.....A-36

Bonds Authorized but Unissued.....A-44

Projects Underway.....A-45

Impact on Future Operating Budgets.....A-50

Projects Beyond Six Year Planning Horizon.....A-52

B. CAPITAL FUNDING

CIP Program Summary..... B-1

CIP Comparison by Program Category B-2

CIP Comparison by Funding Category..... B-3

Debt Summary B-4

PAYG Summary B-5

CIP Funding Sources B-6

Comparison of Previously Adopted to Current Bond Program B-7

CIP Program Detail..... B-8

Debt Capacity Analysis B-11

Debt Ratio Analysis Chart..... B-13

Tax-Supported Debt Service to General Fund Expenditures Graph..... B-14

County General Obligation Bond Debt other Financings to Market Value Chart...B-15

County General Obligation Bond Debt other Financings to Market Value Graph..B-16

Tax Supported General Obligation Bond Debt to Income B-17

Combined County and Schools Debt Service Growth..... B-18

C. GENERAL GOVERNMENT

1. MAINTENANCE CAPITAL

Program Summary..... C-1

Public Facilities and Local Parks Implementation Plan..... C-4

Public Facilities C-7

Transportation C-9

Parks and Recreation C-11

Enterprise Information Technology..... C-13

Public Safety Information Technology C-15

Regional Partnerships	C-17
Other Projects.....	C-22
2. LOCAL PARKS AND RECREATION PROGRAMS	
Program Summary.....	C-23
Synthetic Turf Program.....	C-21
Public Art Program	C-21
Parks Enhancement Grants.....	C-21
Parks Land Acquisition and Open Space.....	C-25
Herndon and 13 th Street Park.....	C-27
Rocky Run Park.....	C-29
Tyrol Hills Park.....	C-31
Long Bridge.....	C-33
Old Jefferson Davis Highway.....	C-35
3. COMMUNITY CONSERVATION	
Program Summary.....	C-37
Neighborhood Conservation.....	C-38
Penrose Square.....	C-40
Nauck Town Square.....	C-42
Nauck Infrastructure Fund	C-44
4. PUBLIC / GOVERNMENT FACILITIES	
Program Summary.....	C-46
Facilities Master Plan	C-47
Lease Program	C-49
Facility Infrastructure and Non-Parks Land Acquisition	C-51
Courthouse Square.....	C-53
Lubber Run Community Center	C-55
ADA Improvements.....	C-57
Energy Efficiency	C-59
Arlington Mill Community Center.....	C-61
5. BALLSTON GARAGE	
Program Summary.....	C-63
Eighth Level – Vertical Expansion Repairs.....	C-66
Levels One thru Seven.....	C-68
6. CRYSTAL CITY	
Program Summary.....	C-70
Crystal City Street Improvements.....	C-72
Crystal City Potomac Yard Streetcar	C-73
Crystal City Parks and Open Space	C-74
7. FIBER OPTIC COMMUNICATIONS NETWORK	
Program Summary.....	C-75
Telecommunications Master Plan.....	C-77
Office of Emergency Management Ring.....	C-78

Intelligent Transportation Systems C-79

D. METRO AND TRANSPORTATION

1. METRO
Program Summary..... D-1
Metro D-2

2. TRANSPORTATION INITIATIVES
Program Summary..... D-4
Transportation Investment Fund - Fund Balance..... D-5
Transportation Funding Plan..... D-6
Complete Arlington Streets..... D-7
Arlington Transit Program..... D-20
Local Initiatives..... D-30

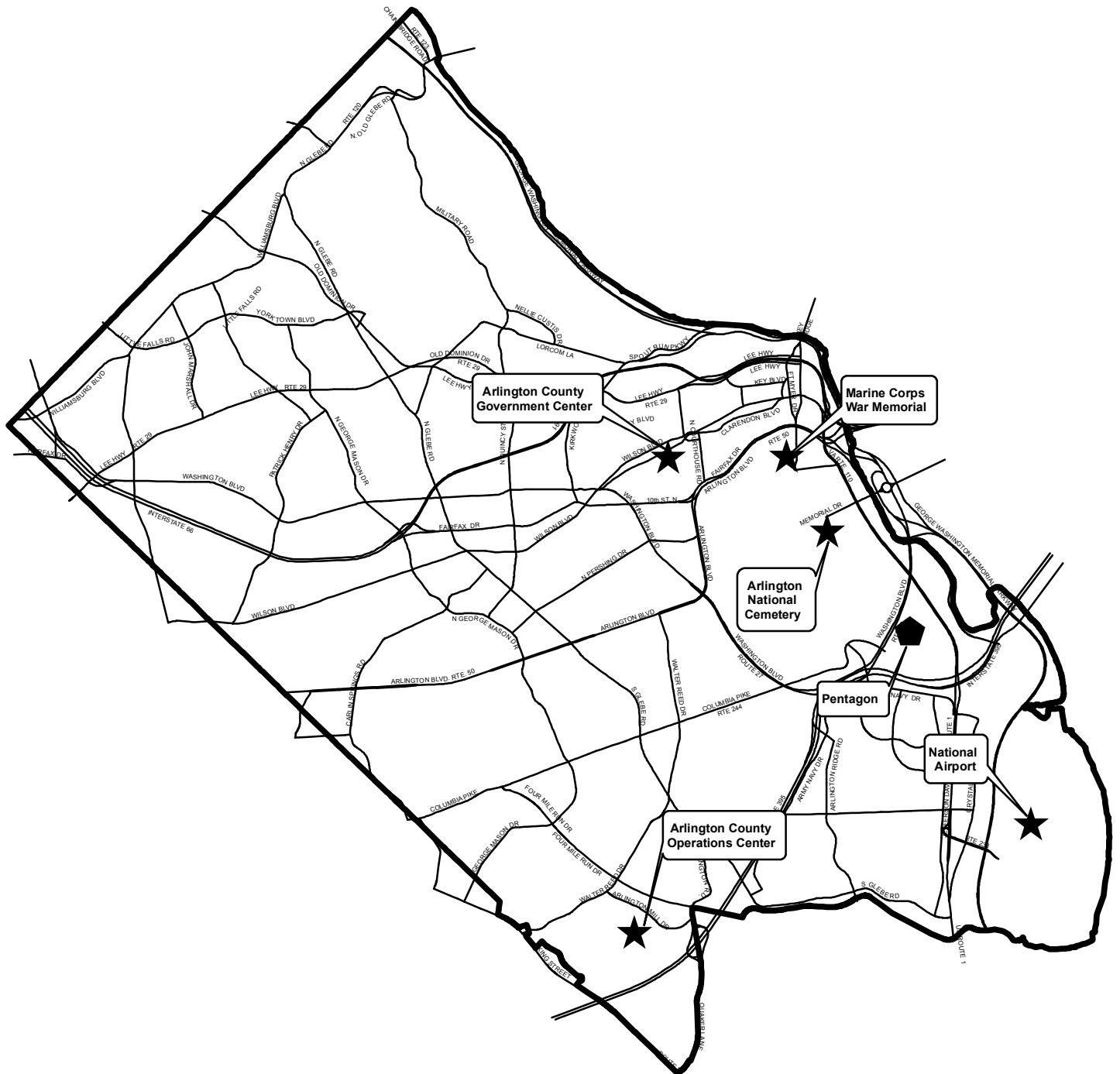
E. UTILITIES AND STORMWATER MANAGEMENT

1. UTILITIES
Program Summary..... E-1
Water Distribution System..... E-3
Sanitary Sewer System Improvements E-6
WPCP Non-Expansion E-7
WPCP Expansion..... E-8
WS Maintenance Capital..... E-13

2. STORMWATER MANAGEMENT
Program Summary..... E-14
Storm Drainage Improvements..... E-16
Environmental Quality E-25
Maintenance Capital..... E-35

F. ARLINGTON PUBLIC SCHOOLS F-1

Arlington County, Virginia



Capital Improvement Program Introduction

A. Overview

The Capital Improvement Program (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 six-year period.

The CIP is primarily a planning document. As such, it 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.

It should be recognized that the CIP is not the primary instrument through which the objectives identified above are conducted. Rather, it 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.

The CIP brings together needs identified through many capital processes. Master Plans, citizen requests, safety needs, planned rehabilitation cycles, repair and maintenance schedules, prior public commitments, grant funding processes, and more all contribute to the inclusion of projects proposed for funding.

B. Capital Project Definition

Capital projects are 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. In general, capital projects in the CIP:

- Have a total project cost in excess of \$100,000.
- Range from construction of new buildings to renovations, additions, or conversions, or demolition of existing facilities.
- Have a minimum useful life of 10 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 exercise operational control over the finished project. 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.

This year the staff organized differently for development of the CIP. The CIP Working Group included key leadership from all major areas of capital, including all division directors from DES, the Parks Planning Division chief, and representatives from DTS and CPHD, (representing the Neighborhood Conservation program). The CIP Working Group reviewed all initial departmental recommendations 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 proposed CIP. The Core Production team also joined the CIP Working Group for all their meetings, and consisted of a member of the County Manager staff, the Chief Financial Officer, the Director of Engineering and Capital Projects, and technical staff from DES and DMF. Throughout the process, the team consulted with program managers and other subject matter experts within the departments.

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 CM’s proposed CIP. The County Board held three work sessions, staff met with 12 community groups, and the County Board adopted its CIP on June 15, 2010.

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 six-year projection.
2. The ratio of net tax-supported debt to full market value should not exceed four percent, within the six-year projection.
3. The ratio of net tax-supported debt to income should not exceed six percent, within the six-year projection.
4. Growth in debt service should be sustainable consistent with the projected growth of revenues. Debt service growth over the six 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 vs. proposed 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 come up with reasonable new bond sale assumptions over the six 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. 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
- Must be carried over at the end of each year.

Bond financing refers to a method of financing capital improvement projects. Arlington County generally sells general obligation bonds. Arlington County seeks voter approval to issue general obligation bonds in November of even-numbered calendar years. 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 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 Adopted FY 2011 – FY 2016 CIP includes revenue bond funding beginning in FY 2013 supported by the Transportation Investment 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 Investment 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 \$19.7 million in FY 2011 for transportation projects. The commercial real estate tax is proposed, beginning in FY 2013, to support bond financing. Proceeds of the tax are held in a separate fund.

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 on April 24, 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. Maintenance Capital (MC)

The Maintenance Capital program is designed to protect County assets from premature failure and to minimize and eliminate unnecessary risks and loss to the County. An effective MC program ensures that existing capital assets are maintained in reliable, serviceable condition without requiring capital appropriations that vary significantly from year to year. MC funds programs that consist of non-expansion projects. Non-expansion projects are those that do not change a footprint of a building, expand a current asset, provide resources for services not already being undertaken, or increase the operating budget once complete. For example, the Paving Program is funded to maintain the condition of Arlington roads, but it would not fund the construction of new turn lanes or travel lanes. Another important aspect of a MC program is that projects must significantly extend the life of the asset *and* meet the criteria for a capital project. Repainting individual offices (as a program) may add to the life of an asset, but it would not meet the criteria of a capital project. Painting buildings, on the other hand, would be fundable as a component of a MC project.

Historically, MC projects have been largely funded with PAYG funds and in some cases, master lease funding, particularly in the technology area. PAYG funding has come from a combination of base funding as well as significant one-time funding.

With operating budgets growing tighter, it becomes more difficult to meet growing MC needs through PAYG; the adopted CIP includes bond funding for a portion of MC needs, particularly in the areas of paving and parks and facilities projects. Projects have only been funded with bonds when they meet the County's current bond capitalization criteria – that the project's useful life does not exceed the life or term of the bonds. (County bonds typically have an average life of 11-12 years with a final maturity of 20 years.) Depending on the paving technique used, the useful life of a road can be extended anywhere from 10-20 years. Similarly, certain parks and facility investments (new playground equipment, new roofs) can extend useful life by 15 -20 years. Where appropriate, the County will make adjustments to its bond amortization structure to meet the profile of specific projects.

By using an amortization period consistent with the useful life of the maintenance capital asset, the asset can be more affordable on a year to year basis, and the cost of the asset can be distributed more equitably across current and future beneficiaries of the asset.

G. Definition of Terms Used in Capital Planning

Arbitrage: As defined by the Department of Treasury Regulations, arbitrage is the gain a tax-exempt investor 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.

Beyond the Funding Horizon: Projects where funding is proposed to extend beyond the final year of the CIP, 2016 in this CIP.

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 proposed for bond funding 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 can not 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 principles established by bond counsel.

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.

Funding Horizon: Projects included in the CIP that are proposed for funding in the next six years and where a specific fiscal year or funding source is identified.

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.

Out Years: All years after the current funding year. For example, in the FY 2011 – FY 2016 CIP, all years after FY 2011 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. Interjurisdictional 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 2011 – FY 2016 CAPITAL IMPROVEMENT PROGRAM

The adopted FY 2011 – FY 2016 Capital Improvement Program (CIP) provides summary and detailed information on the facility and infrastructure investments planned in the County over the next six years.

The Overview and Capital Funding sections include the CIP Message as well as a general discussion of the capital funding that supports the CIP. The goals of the CIP as well as a description of the process used to develop the CIP and a review of the project selection criteria are also presented. Other key information includes CIP and PAYG/Debt summary charts. These two sections also help to capture the full scope of the CIP by providing a listing of projects that are underway along with a listing of projects that are beyond the adopted FY 2011-2016 CIP, but are none the less projects that may require future investment. The Overview and Capital Funding sections also include the adopted CIP County Board report, the 2010 Bond Referenda County Board report, and a referenda history.

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 and operating impacts, if any.

Like the previous CIP, the adopted FY 2011-2016 CIP is largely funded by debt, PAYG, and Master Lease Funding. In addition, the Transportation Investment Fund and the Stormwater Management Fund are integrated in the comprehensive funding strategy for the CIP.

Please note the following:

- 1. Cost estimates are subject to market pressures and may not accurately reflect the actual costs incurred at project implementation.**
- 2. Information relating to the Arlington Public Schools reflects the CIP adopted by the Arlington Public School Board on June 3, 2010.**

Arlington County's operating budget impacts are reflected in the production of the CIP. Readers are encouraged to reference these other documents for budget summaries and demographic information.

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 six-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 Greg Emanuel, Department of Environmental Services Acting Director, (703) 228-5022 or gemanuel@arlingtonva.us.

CIP CALENDAR

NOVEMBER

- FY 2011 – FY 2016 Capital Improvement Program (CIP) staff kick-off

FEBRUARY

- County Manager presents FY 2011 PAYG Budget to the County Board

FEBRUARY/MARCH

- CIP Working Group meets to discuss programs presented by each Department
- CIP Core Group submits FY 2011 – FY 2016 CIP recommendations to the County Manager's Office
- County Board holds a public hearing on the proposed FY 2011 County Manager budget, including the PAYG budget

MARCH/APRIL

- County Board holds budget work sessions on PAYG, debt capacity, and operating budget with County departments and the Fiscal Affairs Advisory Commission to review the proposed FY 2011 Budget
- County Board holds work session for review of preliminary CIP

APRIL

- County Board adopts FY 2011 Budget, PAYG Capital and Appropriations Resolutions for the County government and the public schools
- County Manager submits FY 2011 – FY 2016 Proposed CIP to the County Board

MAY

- Various boards and commissions review the FY 2011 – FY 2016 Proposed CIP
- County Board worksessions on CIP
- Superintendent submits FY 2011 – FY 2016 Proposed CIP to the School Board

JUNE

- School Board adopts the School's FY 2011 – FY 2016 CIP
- County Board adopts the FY 2011 – FY 2016 CIP

JULY

- County Board approves Bond Referendum 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 2011-2016 Capital Improvement Program.

Despite challenging economic times, the Board was able to make prudent financial decisions that allowed for reinvestment in our schools as well as in County infrastructure. Highlights of the Adopted CIP include:

- Full funding of the School Board's Adopted CIP, including putting Wakefield High School on the 2010 referenda. This allows the Schools to take advantage of a favorable construction environment and continues the County Board's commitment to Schools.
- Much greater levels of funding for maintenance capital – paving, facilities, parks, technology and transportation infrastructure. This reflects the commitment by the Board to maintain what we have.
- Continued funding for Long Bridge Park, including the new aquatic and fitness facility on the planned 2012 referenda and planning funds for the next phase on the planned 2014 referenda.
- Funding for Metro and other major transportation infrastructure, providing support for the backbone of our community.
- Development of a near term infrastructure investment and finance plan for Crystal City – an area of strategic importance as BRAC (base realignment and closure) deadlines approach.

The County has completed an unprecedented number of capital projects over the past ten years. Most recently, Fire Station 3 and Long Bridge Park – Phase 1 have begun construction and the Water Pollution Control Plant expansion and upgrade is nearly complete. This CIP allows us to continue this tradition - completing our existing commitments – while at the same time maintaining our infrastructure and investing in critical new projects.

We are fortunate to be able to afford these necessary capital projects and still maintain our AAA bond rating. 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.



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of June 15, 2010

DATE: June 14, 2010

SUBJECT: Fiscal Year (FY) 2011 – 2016 Capital Improvement Program Adoption

C. M. RECOMMENDATION: Adopt the Fiscal Year 2011 – 2016 Capital Improvement Program as presented in Attachments A-1 and A-2.

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

SUMMARY: The recommendation sets the parameters for the County's voter referenda for 2010 and establishes a preliminary plan for capital investment through Fiscal Year 2016.

The CIP reflected in Attachments A-1 and A-2 are amendments to the County Manager's Recommended CIP and reflect the School Board's approved CIP. The proposed changes are as follows:

1. Include Arlington Public Schools adopted FY 2011 – 2016 CIP which totals \$165.5 million, including advancing construction of Wakefield High School to 2011 (on November 2010 referenda) consistent with County Board guidance from May 11, 2010.
2. Reduce the 2012 County referendum by \$9.575 million. This reduction defers \$8.575 million of projects into 2014 (Tyrol Hills Park construction - design remains in 2012; Boundary Channel Interchange construction and Fiber Optic network) and reduce \$1.0 million of project costs from the CIP (land acquisition and Courthouse Square).
3. Increase PAYG by \$8.78 million from a combination of one-time and on-going funds for the appropriate years throughout the CIP. Ongoing funds include \$1.0 million for bicycle and pedestrian safety projects and \$130,000 for the upkeep and/or replacement of athletic fields. The remaining \$2.0 million are one-time funds to be used for maintenance capital projects.
4. Allocate proposed bond funding in 2010, 2012 and 2014 for land acquisition into two separate categories for: 1) Parks & Open Space and 2) Facility Infrastructure & Land

County Manager: MB/ [Signature]

County Attorney: SA [Signature]

Staff: Michelle Cowan, DMF
Greg Emanuel, DES
Tamara Galliani, CMO
Loan Hoang, DMF

41.

Acquisition.

5. Increase PAYG in the Stormwater Management Fund by \$9.9 million over the six year planning period from an increase to the sanitary district tax rate from \$0.01 to \$0.013 per one hundred dollars of assessed valuation.
6. Present for Board action by October a plan for the financing and implementation of infrastructure improvements needed for the Crystal City Development Program. This would include an implementation plan for the streetcar line connecting Pentagon City Metro station through Crystal City to Potomac Avenue near Four Mile Run, consistent with the alignment approved by the Board in 2008, with required preliminary street work beginning in FY 2011 - 2013. The financing plan will include near-term actions to establish a tax increment financing mechanism.
7. Allocate \$1.6 million to support the Neighborhood Conservation program over the FY 2011 – 2012 period from funding from the Paving program (\$1 million over two years; \$500,000 annually) and the Stormwater program (\$600,000 over two years; \$300,000 annually.) This will bring total funding for the NC program over the two year planning period to \$10.6 million. In addition, working with NCAC leadership, staff will evaluate and recommend changes in scope and criteria for the NC program in light of the inter-relationships between various County infrastructure programs (paving, streetlights, parks, stormwater). This evaluation will be completed prior to publication of the next proposed CIP.
8. Develop maintenance capital implementation plans for parks and facilities.

DISCUSSION: The County Manager's Proposed FY 2011 – FY 2016 CIP was presented to the County Board in April 2010 prior to release of the Schools' Proposed CIP. On May 11, the County Board directed staff to include construction of Wakefield High School on the November 2010 referenda and recommend other changes to the CIP needed to accommodate the acceleration of Wakefield. Specifically, the County's planning estimate for the 2012 bond referenda is to be reduced by approximately \$10 million to meet the County's debt management policies (see Attachment C.) By advancing Wakefield under current favorable construction market conditions, Schools may be able to realize approximately \$15 - 24 million in savings, including financing (debt service) costs.

Since the release of the proposed CIP, there have been many work sessions, County Board guidance and extensive community input. As a result of the CIP public process and the decision to fund Wakefield earlier, the County Manager's CIP is amended as follows:

1. Include Arlington Public Schools total of \$165.5 million from their adopted FY 2011 – 2016 CIP. The Superintendent's Proposed CIP was presented after the County Manager's Proposed CIP therefore Schools totals were not previously included. This amount reflects \$102.9 million in the 2010 referenda and includes Wakefield as requested by the School Board and endorsed by the County Board.
2. Reduce the County's 2012 referenda from \$116.102 million to \$106.527 million by

deferring \$8.575 million of projects to the 2014 referenda and cutting \$1.0 million of projects from the CIP.

- a. Defer the construction costs of Tyrol Hill Park from the 2012 referenda to the 2014 referenda in the amount of \$1.4 million. The design budget remains in the 2012 referenda and is for the final phase of the park. Deferring the construction funding only delays the completion date by approximately one year, however, does not functionally impact the park, as the other two phases have been designed and built as stand-alone improvements.
 - b. Defer the reconstruction on Old Jefferson Davis Highway through the interchange with Boundary Channel Drive from the 2012 referenda to the 2014 referenda in the amount of \$6.0 million. This still allows \$2.0 million of funding for design to be authorized in 2012. This timeframe will allow for adequate design of curb, gutter, sidewalk, street trees, streetlights, bike lanes and on-street parking and provide safe and attractive environment for all modes of transportation as well as needed coordination with Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT).
 - c. Reduce Courthouse Square planning/design in the 2012 referenda from \$2.5 million to \$2.0 million. The lease for Courthouse Plaza and Court Square West expires in October 2018. This funding is for the initial design concepts of lease versus purchase and will help frame the needs for the next level of design studies planned under the 2014 referenda.
 - d. Reduce Land Acquisition in the planning years by \$0.5 million to \$4.5 million in the 2012 referenda. As the next CIP cycle is developed, funding levels for land acquisition will be revisited.
 - e. Defer \$1.175 million of the fiber optic communications project costs from the 2012 referenda to the 2014 referenda. The will not impact project timing as existing balances are available to cash flow the project.
3. Increase PAYG by \$8.78 million funded by \$1.0 million of on-going sources from an increase in the motor vehicle license fee, \$0.13 million of on-going sources from youth sports assessments and \$2.0 million of one-time revenue from real estate tax rate increase.
- a. \$1.0 million is for bicycle and pedestrian safety projects in the Department of Environmental Services (DES).
 - b. \$0.13 million is for the upkeep and/or replacement of athletic fields in the Parks and Recreation and Community Resources (PRCR). A portion of the youth sports assessment could be used for scholarships for youth sports. This would require County Board action to transfer the appropriate amount from PAYG to the General Fund.
 - c. \$2.0 million are one-time funds to be used for maintenance capital projects and a balance held for contingency needs as emergencies arise:
 - \$835 K - Gunston synthetic field replacement
 - \$500 K – Detention Facility roof replacement
 - \$500 K – Capital maintenance implementation planning / facilities master planning
 - \$165 K – Capital Contingent

4. Allocate land acquisition into separate categories for Parks & Open Space and Facilities Infrastructure & Non-Parks.
 - a. The category of Parks Land Acquisition and Open Space has been allocated \$2.0 million, \$3.0 million and \$5.0 million for the 2010 referenda, 2012 referenda and 2014 referenda, respectively.
 - b. The land acquisition for non-parks is included in the category of Facilities Infrastructure. The total allocation in this category is \$6.39 million, \$6.0 million and \$8.472 million for the 2010 referenda, 2012 referenda and 2014 referenda, respectively.
5. Increase PAYG for Stormwater Management Fund by \$9.9 million for the CIP period from an increase to the sanitary district tax rate from \$0.01 to \$0.013 per one hundred dollars of assessed valuation.
 - a. This budget increase covers the transfer of 10.0 FTEs along with associated personnel and operating costs of \$1.35 million from the General Fund to the Stormwater Management Fund.
 - b. The balance of \$0.3 million is allocated to capital projects which could be used for infrastructure projects related to the Neighborhood Conservation program.
6. Present for Board action by October a plan for the financing and implementation of infrastructure improvements needed for the Crystal City Development Program. This would include an implementation plan for the streetcar line connecting Pentagon City Metro station through Crystal City to Potomac Avenue near Four Mile Run, consistent with the alignment approved by the Board in 2008, with required preliminary street work beginning in FY 2011 - 2013. The financing plan will include near-term actions to establish a tax increment financing mechanism.

For the first time, the proposed CIP includes an infrastructure project plan and a preliminary finance plan for reinvestment in Crystal City in light of the impact of BRAC and the potential for an additional 15 million in square footage to be added to the Crystal City area over the next 50 years. The immediate goal of the plan is to provide placeholder estimates of capital project costs over the upcoming six years, and as importantly, a secure, near-term funding plan that will allow this work to proceed as quickly as possible. The finance plan relies on a variety of sources, including commercial real estate tax and state aid in the near-term, and general obligation bonds and tax increment financing in the latter years. Staff recommends taking near-term action on initial steps to establish a tax increment district (suggested steps and timeframe listed below) so that the County has time to see how redevelopment occurs and related tax increment revenues:

- Fall 2010 - Staff recommendation on boundaries of tax increment district and percentage of tax increment appreciation to be dedicated to Crystal City improvements
- In 2011 – 2013, street construction underway
- 2011 – 2014 - Tracking of district performance and redevelopment efforts

- 2014 and beyond - Begin utilization of tax increment revenues on pay-as-you-basis through 2016 with potential for leveraging thereafter
7. The NC program, at times, overlaps with other maintenance capital and infrastructure programs such as storm sewer/drainage improvements and street reconstruction. The Proposed CIP reflects \$9.0 million of funding per referenda. Acknowledging that the NC program helps to fund other related improvements, it is recommended that an additional \$1.6 million be allocated to the NC program, bringing the total to \$10.6 million over the FY 2011 – 2012 period, by:
 - a. allocating \$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.
 - b. allocating \$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.

In addition, working with NCAC leadership, staff will evaluate and recommend changes in scope and criteria for the NC program in light of the inter-relationships between various County infrastructure programs (paving, streetlights, parks, stormwater). This evaluation will be completed prior to publication of the next proposed CIP.

8. Maintenance Capital Implementation Plan - Develop implementation plans that address capital maintenance needs of parks and facilities:
 - a. Develop outline of preliminary standards for initial Board consideration that would guide community expectations for baseline amenities in parks and in facilities that would be presented at an October worksession.
 - b. Build on condition assessments to create a project prioritization list and funding strategy.
 - c. Identify organizational capacity (e.g. staff, contractor resources) necessary, if funds become available, to complete backlog and return to a standard replacement cycle for parks and facilities.
 - d. Based on the results of the work discussed above, develop priority projects for parks and facilities maintenance capital to progress in time for the next CIP cycle, should other funding become available or the Long Bridge Aquatics Center be unable to move forward.

Additional changes to the Proposed CIP are of an administrative nature, such as updating financial tables and charts, 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 2011 – FY 2016 CIP Totals
(in \$000)

Program	County Manager's Proposed CIP	Revised CIP
County	\$ 868,334	\$ 885,973
Schools	\$ TBD	165,484
Utilities	\$ 167,989	167,989
TOTAL	\$ 1,036,323	\$ 1,219,445

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 Fire Station 3 previously approved in the FY 2007 – 2012 CIP (approximately \$13 million) and Buckingham Village I park (approximately \$1.0 million).

FY 2011 Bond Total
(CY 2010 Bond Referendum)
(in \$000)

	Revised Recommendation	Comments
County	\$ 58,140	Land acquisition is allocated separately for parks / open space (\$2.0 M) and non-parks is included in Emerging Facilities Infrastructure and Land Acquisition
Schools	\$ 102,888	Wakefield construction (\$84.3 M in new bonds); fiber optic cabling, and HVAC and roofing projects
TOTAL	\$ 161,028	

BACKGROUND: 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 the both County government 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.

Since the proposed CIP was released in April, staff has met with 12 Commissions and Committees and provided information at 3 work sessions. The CIP was published in hard copy and is also on the County website. The County Board held its CIP Public Hearing on May 22, 2010.

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 a relatively conservative average revenue growth of 1% in FY 11, 0% in FY 12, 3% in FY 13 and 4% in each of the years FY 14 – FY 16. 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 comparison to Revised CIP

Attachment A-1

FY 2011 - FY 2016 CIP Debt Summary - Revised

(000s)

GO & Other BOND Funding	Proposed	Proposed	Proposed	Total
	2010 Referenda	2012 Referenda	2014 Referenda	FY 11-16
LOCAL PARKS & RECREATION				
Parks Maintenance Capital	1,000	4,000	4,875	9,875
Land Acquisition & Open Space	2,000	3,000	5,000	10,000
Tyrol Hill Park	-	1,575 175	1,400	1,575
Herndon & 13th Park	1,300	-	-	1,300
Parks Master Plan (Rocky Run Park)	1,675	-	-	1,675
Old Jefferson Davis Hwy - Boundary Channel Interchange	-	8,000 2,000	6,000	8,000
Long Bridge (Aquatics, Fitness Center and Final Outdoor Phase)	-	31,827	2,575	34,402
<i>Sub-total</i>	3,975 5,975	45,402 41,002	7,450 19,850	56,827 66,827
TRANSPORTATION				
Paving	10,300	11,200	11,200	32,700
Match for State & Federal Projects	2,500	2,500	2,500	7,500
WALKArlington, BikeArlington & Neighborhood Traffic Calming	1,300	1,300	1,300	3,900
Crystal City Public Infrastructure	-	-	20,250	20,250
Shirlington Road Bridge Renovation	-	200	2,000	2,200
<i>Sub-total</i>	14,100	15,200	37,250	66,550
METRO				
Metro	20,000	20,000	20,000	60,000
COMMUNITY CONSERVATION				
Penrose Square	-	3,350	-	3,350
Nauck Town Square & Infrastructure	-	-	4,150	4,150
Neighborhood Conservation	9,000	9,000	9,000	27,000
Land Acquisition	3,690	5,000	12,500	21,190
<i>Sub-total</i>	12,690 9,000	17,350 12,350	25,650 13,150	55,690 34,500
PUBLIC / GOVERNMENT FACILITIES				
Facilities Maintenance Capital	2,675	4,150	13,411	20,236
Arlington Mill Community Center (Non GO Bonds)	5,000	-	-	5,000
Lubber Run Community Center	-	-	18,000	18,000
Emerging Facilities Infrastructure & Land Acquisition	4,700 6,390	4,500 6,000	972 8,472	10,172 20,862
Courthouse Square	-	2,500 2,000	2,500	5,000 4,500
<i>Sub-total</i>	12,375 14,065	11,150 12,150	34,883 42,383	58,408 68,598
INFORMATION TECHNOLOGY / PUBLIC SAFETY				
Fiber Optic Communications Network	-	7,000 5,825	1,175	7,000
Subtotal GO Bond Referenda	58,140	116,102 106,527	125,233 133,808	299,475 298,475
Subtotal Other Bond Funding	5,000	-	-	5,000
Total BOND Funding *	63,140	116,102 106,527	125,233 133,808	304,475 303,475

* Excludes Revenue Bonds for Transportation Investment Fund

Attachment A-2

Arlington, Virginia

Revised CIP Program Summary

6 Year Capital Program Costs Summary (000s)

<u>Program Category</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>6 Year Total</u>
Local Parks & Recreation	7,611	3,480	63,982	2,980	22,392	2,544	102,989
Transportation Initiatives	40,347	25,431	64,856	69,206	91,456	50,605	341,901
Crystal City Public Infrastructure	300	2,400	5,350	24,600	38,250	20,080	90,980
Metro	23,900	3,500	23,600	4,700	25,100	5,000	85,800
Community Conservation	9,350	500	12,850	500	13,650	500	37,350
Public / Government Facilities	16,531	5,312	16,600	3,900	44,874	3,463	90,680
Information Technology & Public Safety	20,786	9,656	12,894	8,564	12,024	10,236	74,160
Regional Partnerships	1,152	1,173	1,180	1,186	1,194	1,201	7,086
Ballston Garage	3,620	2,450	750	-	972	528	8,320
Capital Contingent	3,058	2,000	2,000	2,000	2,000	2,000	13,058
Total County Capital	126,655	55,902	204,062	117,636	251,912	96,157	852,324
Water & Sewer Infrastructure	55,013	44,336	18,146	17,126	16,884	16,484	167,989
Stormwater Management	5,744	6,382	5,568	5,318	5,318	5,318	33,648
Schools Capital	127,857	4,641	15,711	4,641	7,992	4,642	165,484
Total Program Cost	315,269	111,261	243,487	144,721	282,106	122,601	1,219,445

6 Year Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>6 Year Total</u>
County General Fund Transfer	6,702	17,050	13,454	10,364	15,953	16,358	79,881
County General Obligation Bonds	58,140	-	106,527	-	133,808	-	298,475
County Master Lease Funding	5,703	4,174	7,069	7,066	7,047	6,434	37,493
Transportation Investment Fund	16,722	19,655	11,895	15,085	21,785	11,835	96,977
County Other Sources	40,388	16,762	66,042	85,796	73,994	62,205	345,187
Schools Fund Transfer	4,641	4,641	4,641	4,641	4,642	4,642	27,848
Schools General Obligation Bonds	102,888	-	11,070	-	3,350	-	117,308
Schools Other Sources	20,328	-	-	-	-	-	20,328
Sanitary District Tax	4,744	4,643	4,643	4,643	4,643	4,643	27,959
Utility Fund Transfer & Other Sources	50,518	44,336	18,146	17,126	16,884	16,484	163,494
Utility VRL Financing	4,495	-	-	-	-	-	4,495
Total Program Funding	315,269	111,261	243,487	144,721	282,106	122,601	1,219,445

Attachment A-1

FY 2011 - FY 2016 CIP Debt Summary - Revised

(000s)

GO & Other BOND Funding	Proposed	Proposed	Proposed	Total
	2010 Referenda	2012 Referenda	2014 Referenda	FY 11-16
LOCAL PARKS & RECREATION				
Parks Maintenance Capital	1,000	4,000	4,875	9,875
<u>Land Acquisition & Open Space</u>	<u>2,000</u>	<u>3,000</u>	<u>5,000</u>	<u>10,000</u>
Tyrol Hill Park	-	1,575 175	<u>1,400</u>	1,575
Herndon & 13th Park	1,300	-	-	1,300
Parks Master Plan (Rocky Run Park)	1,675	-	-	1,675
Old Jefferson Davis Hwy - Boundary Channel Interchange	-	8,000 2,000	<u>6,000</u>	8,000
Long Bridge (Aquatics, Fitness Center and Final Outdoor Phase)	-	31,827	2,575	34,402
<i>Sub-total</i>	3,975 5,975	45,402 41,002	7,450 19,850	56,827 66,827
TRANSPORTATION				
Paving	10,300	11,200	11,200	32,700
Match for State & Federal Projects	2,500	2,500	2,500	7,500
WALKArlington, BikeArlington & Neighborhood Traffic Calming	1,300	1,300	1,300	3,900
Crystal City Public Infrastructure	-	-	20,250	20,250
Shirlington Road Bridge Renovation	-	200	2,000	2,200
<i>Sub-total</i>	<u>14,100</u>	<u>15,200</u>	<u>37,250</u>	<u>66,550</u>
METRO				
Metro	20,000	20,000	20,000	60,000
COMMUNITY CONSERVATION				
Penrose Square	-	3,350	-	3,350
Nauck Town Square & Infrastructure	-	-	4,150	4,150
Neighborhood Conservation	9,000	9,000	9,000	27,000
<u>Land Acquisition</u>	3,690	5,000	12,500	21,190
<i>Sub-total</i>	12,690 9,000	17,350 12,350	25,650 13,150	55,690 34,500
PUBLIC / GOVERNMENT FACILITIES				
Facilities Maintenance Capital	2,675	4,150	13,411	20,236
Arlington Mill Community Center (Non GO Bonds)	5,000	-	-	5,000
Lubber Run Community Center	-	-	18,000	18,000
<u>Emerging Facilities Infrastructure & Land Acquisition</u>	4,700 6,390	4,500 6,000	972 8,472	10,172 20,862
Courthouse Square	-	2,500 2,000	2,500	5,000 4,500
<i>Sub-total</i>	12,375 14,065	11,150 12,150	34,883 42,383	58,408 68,598
INFORMATION TECHNOLOGY / PUBLIC SAFETY				
Fiber Optic Communications Network	-	7,000 5,825	<u>1,175</u>	7,000
Subtotal GO Bond Referenda	58,140	116,102 106,527	125,233 133,808	299,475 298,475
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Total BOND Funding *	63,140	116,102 106,527	125,233 133,808	304,475 303,475

* Excludes Revenue Bonds for Transportation Investment Fund

Attachment A-2

Arlington, Virginia

Revised CIP Program Summary

6 Year Capital Program Costs Summary (000s)

<u>Program Category</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>6 Year Total</u>
Local Parks & Recreation	7,611	3,480	63,982	2,980	22,392	2,544	102,989
Transportation Initiatives	40,347	25,431	64,856	69,206	91,456	50,605	341,901
Crystal City Public Infrastructure	300	2,400	5,350	24,600	38,250	20,080	90,980
Metro	23,900	3,500	23,600	4,700	25,100	5,000	85,800
Community Conservation	9,350	500	12,850	500	13,650	500	37,350
Public / Government Facilities	16,531	5,312	16,600	3,900	44,874	3,463	90,680
Information Technology & Public Safety	20,786	9,656	12,894	8,564	12,024	10,236	74,160
Regional Partnerships	1,152	1,173	1,180	1,186	1,194	1,201	7,086
Ballston Garage	3,620	2,450	750	-	972	528	8,320
Capital Contingent	3,058	2,000	2,000	2,000	2,000	2,000	13,058
Total County Capital	126,655	55,902	204,062	117,636	251,912	96,157	852,324
Water & Sewer Infrastructure	55,013	44,336	18,146	17,126	16,884	16,484	167,989
Stormwater Management	5,744	6,382	5,568	5,318	5,318	5,318	33,648
Schools Capital	127,857	4,641	15,711	4,641	7,992	4,642	165,484
Total Program Cost	315,269	111,261	243,487	144,721	282,106	122,601	1,219,445

6 Year Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>6 Year Total</u>
County General Fund Transfer	6,702	17,050	13,454	10,364	15,953	16,358	79,881
County General Obligation Bonds	58,140	-	106,527	-	133,808	-	298,475
County Master Lease Funding	5,703	4,174	7,069	7,066	7,047	6,434	37,493
Transportation Investment Fund	16,722	19,655	11,895	15,085	21,785	11,835	96,977
County Other Sources	40,388	16,762	66,042	85,796	73,994	62,205	345,187
Schools Fund Transfer	4,641	4,641	4,641	4,641	4,642	4,642	27,848
Schools General Obligation Bonds	102,888	-	11,070	-	3,350	-	117,308
Schools Other Sources	20,328	-	-	-	-	-	20,328
Sanitary District Tax	4,744	4,643	4,643	4,643	4,643	4,643	27,959
Utility Fund Transfer & Other Sources	50,518	44,336	18,146	17,126	16,884	16,484	163,494
Utility VRL Financing	4,495	-	-	-	-	-	4,495
Total Program Funding	315,269	111,261	243,487	144,721	282,106	122,601	1,219,445



ARLINGTON COUNTY – TEN YEARS OF PROGRESS MAJOR CAPITAL PROJECTS 2000 TO 2010

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 construction to begin in FY 2011
- Other School Sites — 2 renovated/reconstructed (out of total 6)

County Projects

- | | |
|--|---|
| 32 Energy Efficiency / Fresh Air Projects completed, \$10.0 M | 42 Acres of new park land for a total of 933 acres |
| 215 Neighborhood Conservation Projects completed, \$35.7 M | 6 Synthetic fields created |
| 80 Neighborhood Traffic Calming Projects completed, \$8.3 M | 11 Playgrounds created or renovated |
| 155 Complete Streets Projects completed | 6 Parks created or replaced |
| | 50 Parks Capital Maintenance Projects completed |

Parks, Recreation & Cultural Resources' Facilities

Replaced

Langston Brown Community Center
Walter Reed Community Center

Renovated

Carver Community Center
TJ Theatre
Maury Arts Center
Gunston Community Center
Fairlington Community Center

County Libraries / Government Facilities

New / Replaced

Westover Library
Shirlington Library
Kettler Ice Plex
Parks Operations Building
Trades Center Facilities

Renovated

Courthouse Plaza & power upgrade
Fenwick Center
George Mason Center
Woodmont Community Center Site

Public Safety

New / Replaced

Emergency Communications Center (ECC)
Justice Center electronic security system
Mobile Data Computers
Fire pumpers and rescue vehicles
Firefighter Breathing Apparatus
Fire Station # 5
Fire Station # 3 (in process; complete 2011)

Renovated

Alternate ECC
Justice Center Garage
Fire Station # 2

Utilities

New / Replaced

Chain Bridge Water Mains
Gravity 3 Water Main
Commercial Automated Meters
Four Mile Run Relief Sewer
Potomac Interceptor Phase I
Fairlington Sanitary Sewer

Renovated

Lee Ground Storage Tank Rehab
Lee Water Pump Station
Improvements
Old Glebe Road Water Main
7 Miles/year Sanitary Sewer Rehab

Technology

New / Refreshed

Assessment and Collection System (ACE)
Human Services Financial System
PRISM Financial System
Network / Telephone System
PC Refreshment
Servers, Data Center, Video Conferencing

Transit Projects

5 **Metrorail station canopies** designed and installed at Virginia Square, Clarendon, Crystal City, and Pentagon City

Crystal City 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 (Arlington 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

22 **Columbia Pike Super Stops** completed planning and preliminary design, ready to construct the first 3 prototype stops

55 **Pike Ride bus stops** improved

Modified **Court House Metrorail Station vents** adjacent to the Navy League Building

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 **Crystal City bus bays** improved with real-time information displays, shelters, benches, and supervisor kiosks

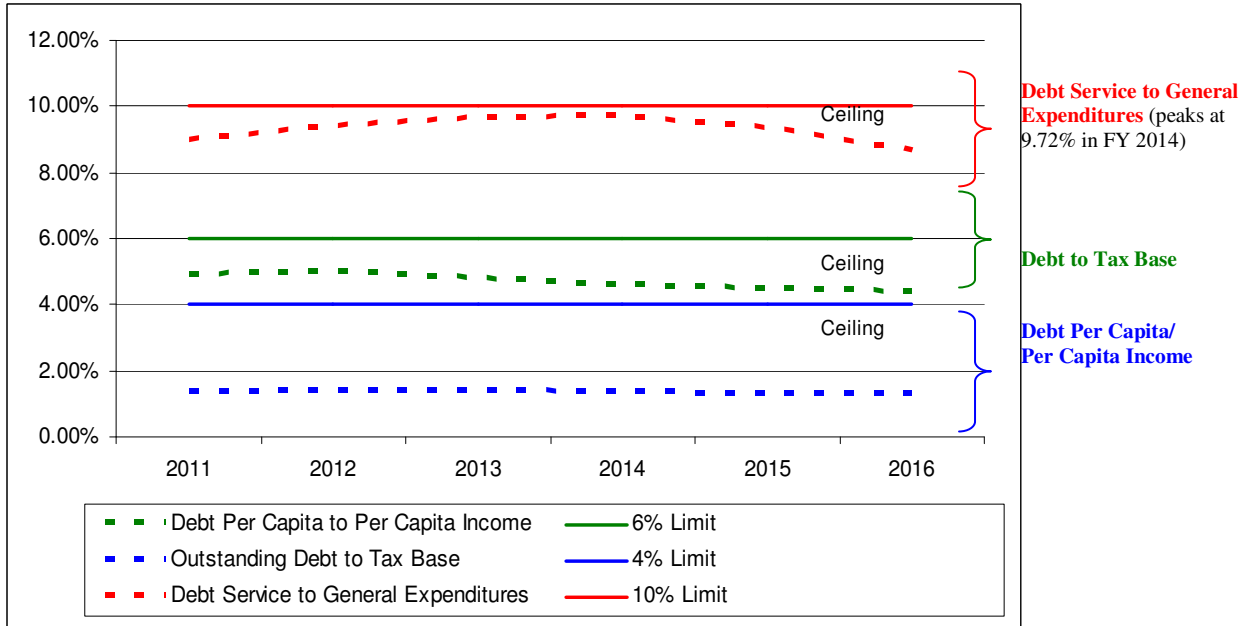
Projects in Design

- 32 **ART bus stops**
- **Crystal City Potomac Yard Bus Transitway**
- **Columbia Pike Transit Improvements**
- 3 new **Rosslyn Metrorail Station elevators**
- **Pentagon City Metrorail Station pedestrian access tunnel**
- **Bike Share stations**

Attachment C

Debt Management Policies and ratios compared to Revised CIP FY 11 – FY16

Financial Debt Ratios



Revised Debt Service

	County Debt Service	Schools Debt Service	Total
FY2011	58,178,000	35,798,243	93,976,243
FY2012	58,381,087	38,524,859	96,905,945
FY2013	60,149,061	42,595,646	102,744,707
FY2014	62,276,277	44,962,722	107,238,999
FY2015	64,746,949	42,793,224	107,540,173
FY2016	62,930,304	40,724,670	103,654,975
Average annual % Increase	1.62%	2.82%	2.04%

Average annual debt service % increase not to exceed average 10 year historical revenue growth (currently 6.2%) and sustainable consistent with projected growth in revenues

Compliance With 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.

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.*

The County Board adopted balanced budgets for both FY 2010 and FY 2011. One-time revenue (generated either at budget adoption or at close-out) was designated for one-time expenses, primarily for capital improvements or contributions to reserves.

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

The proposed CIP includes analysis of its impact on debt ratios as well as the impact that specific projects will have on future operating budgets. County staff is in the process of developing a more comprehensive six year forecast of revenues, expenditures and reserves.

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.*

Since November 2007, the Operating Reserve has been increased from two percent of the General Fund budget to 3.5 percent, including the most recent increase adopted by the County Board as part of its FY 2011 budget action. The Operating Reserve now totals \$33.2 million. The Operating Reserve has never been utilized.

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.*

The Self-Insurance Reserve currently totals \$5.0 million, reflecting the Board's October 2009 increase to meet the most recent analysis of claims. This is an increase of \$1.5 million, or 30 percent.

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.*

The General Fund General Contingent has been funded at \$1 million in both FY 2010 and FY 2011. Funds have only been utilized 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.*

The County's FY 2010 and FY 2011 budgets reflect full funding of the annual required contribution (ARC) for the retirement system.

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.*

The County's FY 2010 and FY 2011 budgets reflect full funding of the annual required contribution (ARC) for OPEB requirements.

Capital Improvement Program

1. *The County Manager will biennially submit a six year Capital Improvement Program (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.*

The adopted FY 2011 – 2016 CIP meets all of these requirements.

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 six-year projection.*

This ratio peaks at 9.8 percent in FY 2013 in the adopted CIP.

2. *The ratio of net tax-supported debt to full market value should not exceed four percent, within the six-year projection.*

This ratio reaches a maximum of 1.43 percent in FY 2012, substantially lower than the policy level in large part due to the County's mixed residential – commercial tax base.

3. *The ratio of net tax-supported debt to income should not exceed six percent, within the six-year projection.*

This ratio peaks at 5.0 percent in FY 2012.

4. *Growth in debt service should be sustainable consistent with the projected growth of revenues. Debt service growth over the six year projection should not exceed the average ten year historical revenue growth.*

Under the adopted CIP, average annual growth in debt service is 2.2 percent, substantially less than the 6.2 average annual growth in revenues over the last ten years, but in line with near-term expected growth in revenues.

- 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.*

The majority of the County's bond issues have a twenty year final maturity with an average life of 11-12 years, consistent with the useful of County projects. In summer 2009, the County issued IDA revenue bonds for Metro improvements and for the acquisition of land in Buckingham Village 1; in that case, the bonds carried a 25 year final maturity in light of these particular assets much longer useful life.

- 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.*

The County has executed three refunding transactions over the past year which will generate \$5.9 million in savings through 2021 for the General Fund. Net present value savings for each transaction ranged from 3.0 to 6.2 percent, meeting Board policy.

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.*

The County's outstanding variable rate debt totals \$21.8 million, or 2.74 percent of the County's total debt portfolio. We carry variable rate debt on the Ballston Public Parking Garage and a portion of Buckingham Village 3. In 2008, the County held 6.4% of the total debt portfolio in variable rate debt. The County has since taken steps to reduce variable rate exposure, including the refinancing of Buckingham Village 3 and the Ballston Skating Facility in 2010.

- 2. Debt service on variable rate bonds will be budgeted at a conservative rate.*

The Ballston Garage budget assumes a 4.5 percent rate on this tax-exempt debt; over the last year, actual short-term rates have ranged from 0.20 to 0.30 percent. The Affordable Housing Investment Fund budget pays for debt service on Buckingham Village 3 debt; for the \$10 million of this taxable debt that is variable, the County assumes a six percent rate. Over the last year, actual rates have ranged from 2.50 to 3.0 percent.

- 3. Before issuing variable rate bonds, the County will determine how potential spikes in the debt service will be funded.*

Before each previous variable rate bond issuance, the County used sensitivity analysis to evaluate the potential level of financial risk that market disruptions could have on the County and its variable rate debt. Specifically, though conservative interest rate assumptions in budgeting, solid reserve levels (both in the General Fund and in the Ballston Garage), as well as the relatively small amount of variable rate debt outstanding, the County was able to successfully manage the market meltdown of late 2008 – 2009 when short-term rates spiked 8-9 percent.

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.*

While the County has not recently issued variable rate debt (the recent Buckingham Village 3 refinancing reduced the County's variable rate exposure by \$26 million), the County has previously performed this type of sensitivity analysis before variable rate debt issuance.

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.*

The County has not entered into any derivative contracts.

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 Investment 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.*

The County updates its six year forecast for the Utilities Fund in conjunction with both the annual operating budget as well as for CIP purposes.

2. *The County will implement water-sewer rate increases in a gradual manner, avoiding spike increases whenever possible.*

Recent rate increases have been within a four to six percent range, reflecting the final phases of the \$568 million Water Pollution Control Plant upgrade and expansion. Specifically, the FY 2010 rate increase was 6.3 percent; the FY 2011 increase is 4.8 percent. Future rate increases will be implemented in a gradual manner as shown in the latest six year forecast.

3. *The County will meet or exceed all requirements of any financing agreements or trust indentures.*

The County is in compliance with its financing agreements, of which the primary agreement is with the Virginia Resources Authority for loans through the Virginia Wastewater Revolving Fund.

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.*

This reserve has been fully funded at the three months' operations and maintenance requirement for the last three years. In FY 2009, the reserve totaled \$10.3 million; in the adopted FY 2011 budget, the reserve totals \$12.3 million, an increase of \$2 million which is in line with budgetary growth. The reserve has never been utilized.

5. *The Utilities Fund will maintain debt service coverage of at least 1.25 times on all debt service obligations.*

Debt service coverage on Utilities Fund debt has been in excess of 3.0 times over the last two years.

6. *The Utilities Fund will be self-supporting.*

No General Fund or other fund transfers have been made to the Utilities Fund.

Transportation Investment 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.*

Commercial real estate tax revenue has not been used to supplant existing transportation funding commitments; as an example, the adopted CIP includes \$60 million in general obligation bond funding for Metro improvements.

2. *Operating program enhancements (outside base program) that clearly document transportation benefits may be eligible for support from the Transportation Investment Fund*

The current Transportation Investment Fund plan complies with this requirement and is largely focused on capital improvements.

3. *No more than 3-5 percent of annual funding should be used for project administration, indirect & overhead costs to support capital projects.*

Project administration, indirect, and overhead costs are budgeted at approximately two percent of annual funding.

4. *A reserve equivalent to ten to twenty percent of annual budgeted revenue will be established.*

A \$2.5 million reserve is maintained in the fund. That is approximately 13 percent of revenues in FY 2010 and FY 2011.

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.*

The adopted CIP contains a six year financial plan that models all sources of funding, expenditures, debt service and reserves.

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.*

The adopted CIP reflects revenue bond issuance supported by the commercial real estate tax beginning in 2013, and totaling \$117 million through 2016. Any bonds issued will comply with these policies.

8. *The Transportation Investment Fund will be self-supporting.*

No General Fund or other fund transfers have been made to the Transportation Investment Fund.

Stormwater Fund

1. *The County will annually develop a six year projection of stormwater operating and capital expenses.*

The adopted CIP reflects a six year projection of operating and capital costs in the Stormwater Management Fund.

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.*

The adopted CIP assumes no leveraging of stormwater revenue; all capital projects are financed on a pay-as-you-go basis. Leveraging of stormwater revenue may be considered in the future as a means of accomplishing or accelerating projects identified during completion of the Stormwater Master Plan and the MS4 permit renewal process.

3. *The Stormwater Fund will maintain a reserve equivalent to three months' expenses to be built up over a multi-year period.*

The fund balance for the stormwater management fund carries an operating and capital reserve equal to \$1.3 million which is equivalent to three month's expenses. The required reserve amount will be re-evaluated yearly.

4. *Stormwater financial policies will be reviewed as part of the Municipal Separate Storm Sewer System (MS4) permit renewal cycle (every five years).*

Upon issuance of the next MS4 permit (expected in calendar year 2011), the County will revisit these policies in light of any permit requirements.

5. *The Stormwater Fund will be self-supporting.*

The Board's actions to raise the sanitary district tax to cover associated costs of moving operating costs from the General Fund to the Stormwater Fund allows the Stormwater Fund to continue to be self-supporting.



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of July 10, 2010**

DATE: June 25, 2010

SUBJECT: Approval of Resolutions and Questions to be included in the 2010 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 2 bond referenda.

a.	Metro and Transportation	\$ 34,100,000
b.	Local Parks and Recreation	5,975,000
c.	Community Infrastructure	18,065,000
d.	Arlington Public Schools	<u>102,888,000</u>
	TOTAL	\$161,028,000

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 2010 ballot for consideration by the voters for general obligation bond funding?

SUMMARY: The County Board approved the FY 2011 - 2016 CIP on June 15, 2010 which included the Schools' Adopted CIP, adopted by the School Board on June 3. The County's Adopted CIP includes various projects to be considered for a November 2010 County government referendum of \$58.140 million and a November 2010 School referendum of \$102.888 million.

DISCUSSION: The adopted CIP, which sets the parameters for the County's voter referenda, focused on completing our existing commitments – while at the same time maintaining our

County Manager: <u>MB/CMW</u>	45.
County Attorney: <u>SM</u>	
Staff: Michelle Cowan, Department of Management and Finance Jason Friess, Department of Management and Finance	

infrastructure and investing in critical new projects. More specifically, it focused on maintaining what we have in technology, paving, facilities and parks. The CIP was based on relatively conservative average revenue growth and complied with Board debt policies

<u>REFERENDA QUESTION</u>	<u>PRIMARY PROJECTS</u>	<u>AMOUNT</u>
Metro and Transportation	Metro Improvements, Traffic Calming, WalkArlington, Transportation Match, BikeArlington, Paving	\$34,100,000
Local Parks & Recreation	Parks maintenance capital, Land acquisition & Open Space, Herndon & 13 th Park, Rocky Run Park	5,975,000
Community Infrastructure	Neighborhood Conservation, Facilities maintenance capital, Facilities Infrastructure & Land acquisition	18,065,000
Arlington Public Schools	Design – Construction of Wakefield High School and various School facility projects	<u>102,888,000</u>
	TOTAL	\$161,028,000

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 publications.

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 proposed CIP. These projects are classified into separate categories. If the bond issues are approved by the voters, the County is legally prohibited from reallocating funding from one category to the other. Within the categories, however, the County Board and the School Board may make changes to specific projects; this flexibility is necessary because of the rapid change 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 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 12 Commissions and Committees and provided information at 5 County Board work sessions. The CIP was published in hard copy (over 80 hard copies were distributed) and is available on the County website. Additionally, a CIP Public Hearing was held on May 22, 2010.

FISCAL IMPACT: The estimated impact on the County’s General Fund from the general obligation bond financing plan for the next two fiscal years is shown below. It should be noted that the amount of debt service to be budgeted in FY 2012 and FY 2013 will be determined after future project cash flow needs (and thus actual bond issue amounts) are completed. In addition, this table does not include subject to appropriation debt.

PROJECTED GENERAL OBLIGATION DEBT SERVICE

FY 2011 Adopted Budget and FY 2012 – 2013 Estimated
(In Millions of \$)

	BUDGETED FY 2011	PROJECTED FY 2012	PROJECTED FY 2013
County	56.0	57.9	60.9
Schools	<u>36.1</u>	<u>39.3</u>	<u>43.3</u>
TOTAL	\$92.1	\$97.2	\$104.2

DESCRIPTION OF ATTACHMENTS

- Attachment A 2010 Bond Resolutions
- Attachment B 2010 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) at an estimated cost of \$20,000,000 and other transportation projects as described below at an estimated cost of \$14,100,000; 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 amount of \$34,100,000 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, 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 2, 2010, 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 \$5,975,000; 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 amount of \$5,975,000 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 2, 2010, 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 and infrastructure improvements, as described below, at an estimated cost of \$18,065,000; 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 amount of \$18,065,000 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 and County's facilities needs including facilities infrastructure, land acquisition 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 2, 2010, 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 \$102,888,000 of such improvements cannot be financed from current revenues; and

WHEREAS, the Arlington County School Board has requested by resolution adopted June 3, 2010, 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 amount of \$102,888,000 pursuant to the Public Finance Act of 1991, as amended, to finance, together with other available funds, the design and construction costs for replacement of Wakefield High School 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 2, 2010, 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.

2010 Bond Referenda

1. Metro and Transportation

QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum amount of \$34,100,000 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 Funding Agreement to improve regional mobility and accessibility and reduce traffic congestion. This proposal would also provide matching funds for certain transportation projects that receive state and federal funding, including but not limited to transit improvements in Ballston, Columbia Pike, Pentagon City and other areas across the County. 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.

2010 Bond Referenda

2. Local Parks and Recreation

QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum amount of \$5,975,000 to finance, together with other available funds, the cost of various capital projects for local parks & recreation, and land acquisition for open space?

EXPLANATION:

The proposed Local Parks & Recreation program would fund parks improvements and enhancements, and land acquisition for parks and open space. The \$2.0 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. The County Board may reallocate bond funds among the various projects to the extent necessary or desirable.

2010 Bond Referenda

3. Community Infrastructure

QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum amount of \$18,065,000 to finance, together with other available funds, the cost of various capital projects for County facilities, land acquisition 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 facilities needs including facilities, infrastructure, land acquisition and facilities maintenance capital. The County Board may reallocate bond funds among the various projects to the extent necessary or desirable.

2010 Bond Referenda

4. Arlington Public Schools

QUESTION: Shall Arlington County contract a debt and issue its general obligation bonds in the maximum amount of \$102,888,000 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' ongoing capital improvement program. This funding would be a primary part of the next major phase of the Schools' multi-year capital program initiatives.

The Schools' capital proposal was developed after a review of the physical conditions at school facilities, an analysis of existing and future facility needs and project affordability. The 2010 bond will fund the design and construction for the replacement of Wakefield High School, and various School facility projects as approved by the School Board. 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
<u>April 17, 1951</u>						
Schools	\$4,875,000	6,208	2,569	3,693		70.7
Total	\$4,875,000					
<u>November 6, 1951</u>						
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
Total	\$4,827,000					
<u>May 27, 1952</u>						
Schools	<u>\$8,280,000</u>	4,854	3,190	1,664		60.3
Total	\$8,280,000					
<u>November 3, 1953</u>						
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
Total	\$4,047,000					
<u>November 2, 1954</u>						
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
Total	\$4,550,000					
<u>November 8, 1955</u>						
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
Total	\$3,530,000					
<u>February 2, 1956</u>						
Schools	<u>\$9,430,000</u>	5,720	6,658		938	53.8
Total	\$9,430,000					
<u>June 5, 1956</u>						
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
Total	\$6,692,000					

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<u>May 13, 1958</u>						
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
Total	\$7,966,000					
<u>May 17, 1960</u>						
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
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
Total	\$7,580,000					
<u>November 8, 1960</u>						
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
Total	\$2,847,000					
<u>November 7, 1961</u>						
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
Total	\$6,520,000					
<u>November 5, 1963</u>						
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
Total	\$9,950,000					

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<u>November 2, 1965</u>						
Storm Water Drainage	\$ 1,250,000	14,223	8,067	6,156		63.8
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.	<u>4,250,000</u>	8,413	13,153		4,740	61.0
Total	\$16,195,000					
<u>November 8, 1966</u>						
No. Virginia						
Higher Education	<u>\$3,000,000</u>	21,100	10,401	10,699		67.0
Total	\$3,000,000					
<u>November 7, 1967</u>						
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
Total	\$9,200,000					
<u>June 11, 1968</u>						
Schools and Recreation	<u>\$16,800,000</u>	7,895	9,476		1,581	54.6
Total	\$16,800,000					
<u>November 5, 1968</u>						
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
Total	\$67,775,000					
<u>November 4, 1969</u>						
Paving	\$ 500,000	19,392	9,380	10,012		67.4
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
Total	\$13,910,000					

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<u>November 2, 1971</u>						
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
Total	\$28,520,000					
<u>November 7, 1972</u>						
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
Total	\$21,275,000					
*Referendum amended language of 1971 and 1972 referenda to expand how the \$21.0 million could be used at the wastewater treatment plant.						
<u>November 6, 1973</u>						
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
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
Total	\$18,850,000					
<u>November 4, 1975</u>						
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

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
Total	\$61,300,000					
<u>November 8, 1977</u>						
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
Total	\$15,200,000					
*Referendum amended language of 1977 water bond to change from storage to distribution improvements as permitted use.						
<u>November 6, 1979</u>						
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
Total	\$12,355,000					
<u>November 4, 1980</u>						
Water Distribution*	<u>\$6,000,000</u>	41,328	8,756	32,572		82.5
Total	\$6,000,000					
<u>November 3, 1981</u>						
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
Total	\$10,900,000					
<u>November 8, 1983</u>						
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
Total	\$21,150,000					Average 74.1%
<u>November 6, 1984</u>						
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
Total	\$29,975,000					Average 64.8%

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<u>November 4, 1986</u>						
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
Total	\$24,070,000					Average 77.0%
<u>November 8, 1988</u>						
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
Total	\$69,000,000					Average 77.3%
<u>November 6, 1990</u>						
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
Total	\$94,500,000					Average 68.5%
<u>November 3, 1992</u>						
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 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
Total	\$106,635,000					Average 74.8%
<u>November 8, 1994</u>						
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

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
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
Total	\$89,615,000					Average 75.1%
<u>November 5, 1996</u>						
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
Total	\$72,905,000					Average 75.0%
<u>November 3, 1998</u>						
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
Total	\$99,815,000					Average 77.5%
<u>November 7, 2000</u>						
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
Total	\$122,058,500					Average 79.8%
<u>November 5, 2002</u>						
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
Total	\$158,766,500					Average 80.2%

**ARLINGTON COUNTY, VIRGINIA
BOND REFERENDA HISTORY**

DATE REFERENDA ITEM	AMOUNT OF ISSUE	FOR	AGAINST	MARGIN FOR	MARGIN AGAINST	% FOR/ AGAINST
<u>November 2, 2004</u>						
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
Total	\$208,003,000					Average 79.7%
<u>November 7, 2006</u>						
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		71.1
Metro and Transportation	31,500,000	58,058	11,709	46,349		82.0
Utilities	<u>79,000,000</u>	59,797	10,878	48,919		84.6
Total	\$207,062,000					Average 77.7%
<u>November 4, 2008</u>						
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	54,465		77.7
Utilities	<u>50,000,000</u>	80,873	20,052	60,824		80.1
Total	\$170,225,000					Average 77.4%

Bonds Authorized but Unissued

(reflects balances after July 2010 issuance)

Parks and Recreation

Arlington Mill	26,000,000
Long Bridge	18,541,150
Total Parks and Recreation	44,541,150

Metro **10,000,000**

Transportation

Arterials at Columbia Pike	2,700,000
Traffic and Pedestrian Systems	1,269,428
Total Transportation	3,969,428

Community Conservation

Emergency Infrastructure ¹	3,800,000
Neighborhood Conservation	6,330,000
Commercial Revitalization ²	1,400,000
Joint County/Schools Facilities	1,800,000
Total Community Conservation	13,330,000

Library **2,000,000**

Fire Station #3 ³ **13,000,000**

Total **86,840,578**

Notes

¹ This funding can be used for rehabilitation / replacement to County's streets, bridges, storm water system, facilities and other infrastructure. Authorized in 2006, it was intended to serve as a contingency fund for unexpected events. While no specific projects have been identified, it has been factored into debt capacity projections.

² Commercial Revitalization funding can be used on revitalization efforts in Arlington's commercial sectors, including land acquisition and infrastructure improvements. Available funding has been tentatively earmarked for Nauck Sector Plan improvements

³ This funding was authorized in the FY 2007-2012 CIP and will be issued through the IDA or other conduit issuer with "subject to annual appropriation" security.

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:

Westover Library/Reed School

-Substantial Completion: October, 2009

-The renovation of the Reed School and addition of a new, 16,000 sf Library addition was completed and opened for public use in 2009.

-Demolition of the old library completed June, 2010.

Funding Sources: GO Bonds, PAYG, Master Lease

DHS Office Relocation to Sequoia Plaza, 2100 Washington Blvd

-Substantial Completion: August, 2010

-The project will reconstruct 144,000 sf of office and clinic space to relocate 550 Department of Human Services staff from their existing offices at 3033 Wilson Blvd.

Funding Sources: PAYG

Relocation of Second Network Operating Center to County Trades Center

-Expected Completion: October, 2010

-The County's second Network Operating Center (NOC-II) will be relocated from 3033 Wilson Blvd to a County facility in the Trades Center.

-The new, 3,600 sf facility will provide backup for the County's NOC and also provide similar opportunities for Arlington Public Schools.

Funding Sources: PAYG

Fire Station No. 3

-Expected Completion: May, 2011

-Construction started in March, 2010 following completion of the parking structure by Koons Toyota.

-The building will include four apparatus bays, living quarters, and training and equipment areas and will replace the single bay FS # 3 on Lee Highway.

Funding Sources: GO Bonds, appropriation-backed Bonds

Artisphere Cultural Center, 1011 Wilson Blvd

-Expected Completion: October, 2010

-The project will renovate 47,000 sf for the Artisphere Cultural Center, which will include an art gallery, black box theater, ballroom, WiFi Town Square, and restaurant.

Funding Sources: PAYG

Fire Training Academy

- The original design effort was not affordable, so a new approach and design scope is being prepared.
- The design contract was awarded at the end of summer 2010.

Funding Sources: GO Bonds

Community Conservation:

Neighborhood Conservation Program

- In late FY 2010 and in FY 2011, the NC program will complete 15 Street Improvement projects, 5 Park Improvement projects, 3 Street light projects and a sign project. These projects will cost \$7.4 million.
- This accelerated project implementation schedule removes all previous bond-year (2004 and 2006) projects from the active design and construction queue.
- The NC program will begin constructing 2008 bond projects in FY 2012.

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 2011-2012.

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

Stormwater Master Plan

- Work is currently underway on an update of the County's Stormwater Master Plan. Upon its completion, County staff will have a much clearer understanding of the cost and phasing of future stormwater management projects. The County's Municipal Separate Storm Sewer System (MS4) permit is expected to be renewed by the state in calendar year 2011 and is expected to extend for a five-year period. The results of the new permit may require that future CIPs be adjusted to provide for the more stringent and aggressive requirements.

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.
- 30% design completed in November 2009, with construction expected in 2011.

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

Water Pollution Control Plant

- Master Plan 2001 Update (MP01) is scheduled to be completed in spring 2011.

Funding Sources: Water Quality Investment Fund (state grants), Virginia Resources Authority loans, Interjurisdictional Partners capital contributions, GO bonds

Potomac Interceptor Sanitary Sewer

- Construction is scheduled to be completed in October 2011.
- Will provide surcharge relief and increased wastewater capacity for Rosslyn.

Funding Sources: GO bonds, PAYG

Transportation:

Columbia Pike - South Wakefield Street to Four Mile Run

-The undergrounding of overhead utilities, upgrades to water and sewer lines and street, sidewalk and related improvements along Columbia Pike between South Wakefield Street and Four Mile Run is underway (began in summer 2010).

-The utility 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 end of 2011. Schedules are subject to VDOT approval and acquisition of right of way for the improvements.

Funding Sources: GO bonds, PAYG

Wilson Boulevard

-Wilson Blvd Streetscape Improvements Phase II - N. Oakland Street to N. Quincy Street. Construction is underway as of June 2010 and is projected to be completed by October 2010.

-Street and sidewalk improvements will provide ADA compliant handicap ramps, upgraded sidewalks, new street lights and street trees and provide improved bus stop facilities. Curb extensions will be installed at intersections along with a new traffic signal at N. Pollard Street as well as new paving, travel lane and crosswalk markings.

Funding Source: Transportation Investment Fund

Columbia Pike ITS

This is a proof of concept demonstration project for an open source program for transit "Pike Ride" services along Columbia Pike to improve performance and safety. The project will allow Arlington Transit to monitor WMATA service for adherence to schedule and provide commuters with real time bus information. Hardware is being installed in summer 2010 with the testing scheduled to occur during fall 2010 – winter 2011.

Funding Sources: Federal grant, state match

Rosslyn Metro Station Access Improvements

This project will install a new station entrance and includes three new high speed, high capacity elevators, a mezzanine, and emergency stairs. The construction contract was approved by the Board in July 2010, and work will proceed late in calendar year 2010, after permitting for the project is completed.

Funding Sources: Transportation Investment Fund, federal grants and earmarks, state matches and reimbursements, developer contribution

Pentagon City Metro Station Elevator

The Pentagon City Metrorail station is among the most heavily utilized in Arlington County; 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. Environmental Documentation and Concept Development are scheduled to be complete in fall 2010, with the A & E contract award in early 2011.

Funding Sources: Regional Surface Transportation Program (RSTP)/Congestion Mitigation & Air Quality Improvement grants, federal earmark, state match

Columbia Pike Superstops

This project will construct improved 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 is scheduled to begin in summer 2010 with three or four prototype stops, and be completed by early 2011. The super stops will serve as streetcar stations in the future.

Funding Sources: The prototype stops will be funded by the Governor's Congestion Relief Program Grant and a local bond match. The stops that are constructed subsequently will be funded by a federal earmark, RSTP, and state match.

Crystal City-Potomac Yard Transitway

-Provide frequent, rapid bus service necessary to meet transportation demand of the new high-density, transit-oriented development occurring in Potomac Yard and Crystal City.

-Provide a more direct, convenient connection to the Crystal City Metrorail Station and the VRE commuter rail station, and eventually to the Pentagon City Metrorail Station, Pentagon Metrorail Station, and Alexandria.

-The environmental update is scheduled to be completed in June 2010, with construction beginning in summer/fall 2011.

-Establish high capacity transit service in anticipation of future fixed guideway service, like streetcar.

Funding Sources: Federal grants, Transportation Investment Fund, GO bonds, state reimbursement

ART House

A concept plan has been completed and this project will move into design and construction of Phase I in FY 2011. The first phase will include site improvements, utilities, a CNG fueling station, and a bus wash facility. Future phases will include administrative and operations offices and a maintenance facility.

Funding Sources: Transportation Investment Fund, GO bonds, state capital reimbursement grants

Recreation Facilities:

Barcroft Park

-This project consists of two pre-engineered, pedestrian/light vehicular bridges. One new bridge will cross over Four Mile Run, while the other bridge will replace an existing bridge and cross over Doctors Run. Anticipated completion is fall 2010.

Funding Sources: GO Bonds, PAYG

Bluemont Park

-The project includes a new tot and school age play areas with farm and train themed play equipment, climbing boulders, play house and swings, sandbox, picnic area, site furnishings, accessible paths, drinking fountain, landscaping and signs.

- Anticipated completion is early fall 2010.

Funding Sources: GO Bonds, PAYG

Fairlington Community Center – Site Improvements

-The project includes a new parking lot, site lighting, pedestrian circulation, basketball court, athletic field, site furnishings, courtyards, terraced seating, landscaping, fencing, storm water improvements, utility undergrounding, and Utah Street improvements.

- Anticipated completion is fall 2010.

Funding Sources: GO Bonds, PAYG

Hillside Park

-The project is for new decking, seat walls, pathways, sculptural play, retaining walls, pathways, landscaping and site furnishings.

-Anticipated completion is fall 2010.

Funding Sources: Developer Contribution

Long Bridge Park – Phase I Outdoor

-This is the first phase of development for the new park located at 475 Old Jefferson Davis Highway. Building a park at the site will transform what was once a light industrial area into a distinctive showplace of environmentally sound development, featuring attractive public green spaces, high-quality outdoor recreation facilities and environmentally responsible structures.

-Project elements include three lighted synthetic turf athletic fields, landscaping, picnic areas, a raised observation area, a 2,350-foot raised esplanade with breathtaking views of the Potomac that will connect all sections of the park

and its recreational facilities, a three-quarter acre rain garden to infiltrate runoff from the park's parking lot and sports fields into a planted garden of native shrubs and perennials, restrooms, a storage facility, utility undergrounding and renovation of Old Jefferson Davis Highway.

-Anticipated completion is late summer 2011.

Funding Sources: GO Bonds

Lyon Village Park

-Replacement of the picnic shelter and site furnishings is scheduled for completion in summer 2010.

-New lighted tennis courts, lighted basketball court, fencing, accessible seating areas and walkways to improve site circulation, improved drainage and supplemental landscaping are scheduled for completion in fall 2010.

Funding Sources: GO Bonds, PAYG

Penrose Square

-The County Board approved the Penrose Square Master Plan in July 2008. The project includes a tree-covered upper terrace with movable tables and chairs, a large, flexible, paved plaza in the central portion of the square designed to host performances; an interactive water fountain; a unique two piece sculpture called "Echo"; and two mounded lawn areas shaded by trees for casual seating.

-The design is at 75% construction drawings.

-Construction is anticipated to begin in summer 2011.

Funding Sources: GO Bonds, PAYG

Thomas Jefferson Community Center

-The project consists of renovation of the lower rectangular athletic field. Improvements to the field include new synthetic field, replacement of the field lighting, and accessible seating areas and walkways to improve circulation to and from the field.

-Completed late May 2010.

Funding Sources: GO Bonds, PAYG

Impact of Capital Projects on Future Operating Budgets

The FY 2011 – 2016 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 2011

- **Streetlight conversion** – Savings of approximately \$0.375 million have been reflected in the FY 2011 operating budget due to the conversion of streetlights. Additional operating cost savings for ongoing conversion will be quantified later in the CIP process.
- **Water Pollution Control Plant (WPCP) Master Plan** – additional operating costs related to the expansion and upgrade of the WPCP are initially anticipated at \$1.4 million and have been factored into the FY 2011 Utilities Fund operating budget.

FY 2012

- **Opening of Mary Marshall Assisted Living Residence** – Construction costs are primarily funded with grants, but there will be associated operating costs. The opening is scheduled for the 2nd quarter in FY 2012, resulting in operating costs of \$1.8 million in the first year and \$2.4 million annually thereafter.
- **Other new facilities coming on-line** – In FY 2012, at least two new projects will commence operations– Long Bridge Phase 1 and Fire Station 3. The combined new operating costs of these facilities are projected to range from \$0.2 - \$0.4 million.
- **Technology** – Operating costs with system replacements (including the real estate tax assessment system) will impact the 2012 and 2013 budget. As technology becomes more prevalent in day to day County operations, the associated infrastructure and support costs also increase.
- **Stormwater** – The County's new stormwater permit could be issued as early as late 2010. Staff anticipates that the most significant cost new requirements will be in capital, although monitoring costs could increase as well.

FY 2013

- **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).

- **Other Parks Projects** – new operating costs for the Herndon and 13th Park and Penrose Square are projected at \$0.2 million.
- **Expiration of Comcast franchise agreement** – With expiration of the free network connection among County and School facilities, current estimates are that the cost for this service, if purchased from Comcast, would be \$2.7 million per year for the County and \$1.9 million for the Schools. This estimate is approximate and could be lower depending on the progress the County and Schools make on installation of our own fiber network.

FY 2015

- **Long Bridge Aquatics Facility** – *net* new operating costs are projected to range from \$0.250 – \$0.56 million when this facility opens in FY 2015. This estimate assumes significant user fee revenue ranging from \$2.5 – \$2.7 million annually.

Beyond CIP Horizon

- **Columbia Pike & Crystal City Streetcars** – The Columbia Pike project is estimated to be completed in FY 2016, resulting in new operating costs of approximately \$5 million annually beginning in FY 2017. Projected operating costs for the Crystal City streetcar will be finalized as planning and design continue.

General Fund Operating Impact (\$ in thousands; does not reflect inflation)							
Projects	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	TOTAL
Streetlight Conversion (savings)	(375)	(375)	(375)	(375)	(375)	(375)	(2,250)
Mary Marshall Assisted Living		1,800	2,400	2,400	2,400	2,400	11,400
Fire Station 3 & Long Bridge Park Phase I		400	400	400	400	400	2,000
Technology		TBD	TBD	TBD	TBD	TBD	TBD
Arlington Mill Community Center			3,300	3,300	3,300	3,300	13,200
Other Park Projects			200	200	200	200	800
Comcast Expiration Agreement			2,700	2,700	2,700	2,700	10,800
Long Bridge Aquatics Facility (net of revenue)					560	560	1,120
Total General Fund Operating Costs	(375)	1,825	8,625	8,625	9,185	9,185	37,070

Note: The operating impacts of the Water Pollution Control Plant (budgeted in the Utilities Fund) and Stormwater Management projects (budgeted in Stormwater Management Fund) do not affect the General Fund and are not included in the table.

Projects Beyond the Six Year Planning Horizon

This CIP reflects a realistic view of project capacity over the next six years, considering County and citizen priorities, project readiness, and finite financial capital and staff resources. However, during the CIP development process there were other potential projects identified and discussed that were not included in the next six years. Although not intended to be comprehensive, the following discussion highlights some of the noteworthy projects that could impact the next CIP cycle for 2013-2018.

Courthouse Plaza, Court Square West, and Sequoia Plaza Building

Of the three anchor office spaces for the County, only Court Square West is owned by the County; the larger offices are under lease agreements. Current operational budgetary assumptions assume a continued lease arrangement at Courthouse Plaza and the lease is due for renewal in 2018. A different strategy to meet space needs could potentially require large capital investment and planning work needs to be done on this alternative. Conceptual redesigns for redevelopment of the large surface parking lot at Court House envision demolition of Court Square West, which houses approximately 43,000 square feet of County functions. Sequoia Plaza was leased with two purchase options, in 2015 and 2018 which could prompt decisions in this timeframe.

Fire Station 4 and Fire Station 10

Both of these fire stations are in functionally and physically outdated facilities nearing the end of their useful lives and it is appropriate to plan for their replacement. Both are in high density areas in the Rosslyn-Ballston corridor, and it is anticipated that they would be constructed as part of a mixed-use redevelopment to maximize the value of the land. Additionally, Fire Station 4 would likely relocate as suggested in the adopted Clarendon Sector Plan. The scope of any County financial contribution to such mixed-use development would be dependent on any potential agreement with private developers or site plan conditions.

Transit Maintenance Administrative Facility

The transit staging area at Old Jeff Davis Highway and S 32nd Street will be upgraded to provide onsite capability for vehicle maintenance and repair, bus washing and increased CNG refueling capability. This is funded in the current six-year CIP. The final stage of the ART complex, which is not in the current CIP, is expected to be a small administrative facility; in the interim a portion of the recently acquired warehouse at 2900 S Eads will be renovated while the ART site is undergoing phased construction. Co-locating at the bus staging area will reduce transit time and costs for using out-of-County contract providers.

Ballston Metro Station West Entrance

The Ballston Metro Station West Entrance will improve access, egress, and safety for the growing number of users at the Ballston-MU Metrorail station and make the entrance more convenient to those living and working along/near Glebe Road and the Bluemont neighborhood. The project is inherently linked to redevelopment of a private commercial property known as the Fairmont Project and the timing will be driven by redevelopment actions and market conditions.

Crystal City Streetcar

This project will implement a streetcar system, with primarily dedicated transit lanes and improved stations from Arlington's Potomac Yard through Crystal City and into Pentagon City. Ultimately the Crystal City Potomac Yard streetcar system will be part of a coordinated streetcar system extending from the Pentagon and Pentagon

City Metrorail stations in Arlington via the Columbia Pike Streetcar network to Skyline in the Baileys Crossroads area.

Jennie Dean Park

Over the years, the County has increased the park space at Jennie Dean Park through the assemblage of a large number of properties just across Four Mile Run from Shirlington. 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 as recommended in the Public Spaces Master Plan.

Quincy Park

This large park, adjacent to some of the most densely populated portions of the County and Central Library, has aging infrastructure. The project will be a complete renovation of the park due to the magnitude of multiple facilities within the park needing replacement within the same time period, as well as opportunities to realign park features to meet current standards and long term needs.

Four Urban Parks in Ballston-Virginia Square

These four small parks are located in the Ballston-Virginia Square area adjacent to one of the most densely populated areas of the County. Park master plans would be developed for Maury, Oakland, Herselle Milliken, and Gumball Parks, along with development of the parks in a phased approach.

Long Bridge Park Final Phase Outdoor and Indoor

Consistent with the priorities established by the park master plan and the Public Spaces Master Plan, Long Bridge Park will be developed in phases. The initial outdoor phase was funded in a previous CIP, and the Aquatics Center is proposed for the FY 2013 bond referendum. The final phase of the outdoor development will include a fourth lighted synthetic athletic field over a parking structure, special paving, retaining walls, spray fountains, bridge and raised walkway, landscaping and site amenities. The final phase of the indoor development will include additional fitness space, a multi-activity center (MAC) combining multiple sport courts and an elevated track, community use spaces, racquet sport courts, climbing wall, support facilities and structured parking.

Washington Metro Area Transit Authority (WMATA) System Safety and Expansion

WMATA's FY 2011 – FY 2016 Capital Funding Agreement plans for an expansion with a new line from East Falls Church to Washington Dulles International Airport and west to Ashburn. Service, scheduled to begin in 2013, will further constrain the peak hour throughput at Rosslyn which is currently at the system's maximum design capacity of a train per every 135 seconds. In addition, it is possible that a new federal oversight organization may be created in the light rail industry in response to the recent safety related incidents at WMATA and elsewhere in the county. While there are no specific funding needs currently, these and other ongoing needs at WMATA may impact future CIP cycles.

Arlington, Virginia

Adopted CIP Program Summary

The FY 2011 - 2016 CIP includes typical capital projects such as maintenance capital, parks, transportation, metro, community conservation, government facilities, information technology and regionals . In addition, this CIP also addresses new projects such as Crystal City public infrastructure and fiber optic communications network and includes projects that are not new but have not been addressed in past CIPs such as Ballston Garage.

6 Year Capital Program Costs Summary (000s)

<u>Program Category</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>6 Year Total</u>
Local Parks & Recreation	7,611	3,480	63,982	2,980	22,392	2,544	102,989
Transportation Initiatives ¹	40,347	25,431	64,856	69,206	91,456	50,605	341,901
Crystal City Public Infrastructure ²	300	2,400	5,350	24,600	38,250	20,080	90,980
Metro	23,900	3,500	23,600	4,700	25,100	5,000	85,800
Community Conservation	9,350	500	12,850	500	13,650	500	37,350
Public / Government Facilities	16,531	5,312	16,600	3,900	44,874	3,463	90,680
Information Technology & Public Safety ³	20,786	9,656	12,894	8,564	12,024	10,236	74,160
Regional Partnerships	1,152	1,173	1,180	1,186	1,194	1,201	7,086
Ballston Garage ⁴	3,620	2,450	750	-	972	528	8,320
Capital Contingent	3,058	2,000	2,000	2,000	2,000	2,000	13,058
Total County Capital	126,655	55,902	204,062	117,636	251,912	96,157	852,324
Water & Sewer Infrastructure ⁵	55,013	44,336	18,146	17,126	16,884	16,484	167,989
Stormwater Management ⁶	5,744	6,382	5,568	5,318	5,318	5,318	33,648
Schools Capital	127,857	4,641	15,711	4,641	7,992	4,642	165,484
Total Program Cost	315,269	111,261	243,487	144,721	282,106	122,601	1,219,445

6 Year Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>6 Year Total</u>
County General Fund Transfer ⁷	6,702	17,050	13,454	10,364	15,953	16,358	79,881
County General Obligation Bonds	58,140	-	106,527	-	133,808	-	298,475
County Master Lease Funding	5,703	4,174	7,069	7,066	7,047	6,434	37,493
Transportation Investment Fund ¹	16,722	19,655	11,895	15,085	21,785	11,835	96,977
County Other Sources ⁸	40,388	16,762	66,042	85,796	73,994	62,205	345,187
Schools Fund Transfer	4,641	4,641	4,641	4,641	4,642	4,642	27,848
Schools General Obligation Bonds	102,888	-	11,070	-	3,350	-	117,308
Schools Other Sources ⁹	20,328	-	-	-	-	-	20,328
Sanitary District Tax ¹⁰	4,744	4,643	4,643	4,643	4,643	4,643	27,959
Utility Fund Transfer & Other Sources ¹¹	50,518	44,336	18,146	17,126	16,884	16,484	163,494
Utility VRL Financing ¹²	4,495	-	-	-	-	-	4,495
Total Program Funding	315,269	111,261	243,487	144,721	282,106	122,601	1,219,445

(1, 8) Transportation Investment 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 2013, 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, 8) Crystal City Public Infrastructure is funded from transportation investment fund, state/federal funding, County bonds and other tax sources.

(3, 8) Fiber optic communication network 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, 8) Ballston Garage funding includes parking revenues, interest revenue and reserves.

(6, 8, 10) 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. However due to the timing of this publication, the Proposed FY 11-16 CIP still reflects the Stormwater Management Fund at the old rate of \$0.01. The additional revenue from the new rate will be reflected as part of the Adopted FY11-16 CIP.

(7) County General Fund Transfer includes new pay-as-you-go annual appropriation.

(8) County other sources: Revenue from the Commonwealth & Federal Govt, Developer Contributions, existing PAYG and Bond balances, tax increment / other tax source and various other project specific revenue sources.

(9) Schools other sources: existing, unspent GO bond balances from 2008 referendum

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

(5, 12) Virginia Revolving Loan (VRL) Fund financing for the Water Pollution Plant Control Plan Expansion project.

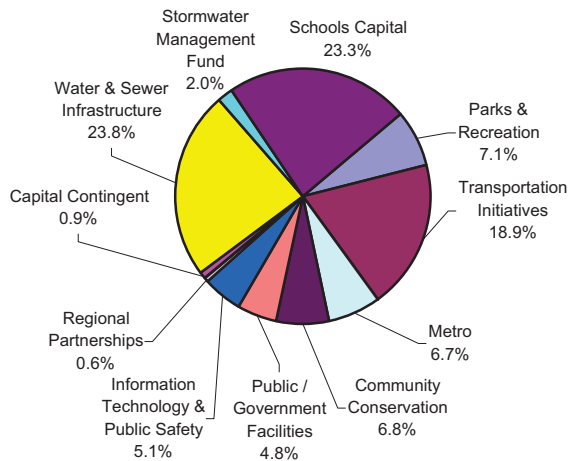
CIP Comparison by Program Category

The FY 2011 - 2016 CIP includes typical capital projects such as maintenance capital, parks, transportation, metro, community conservation, government facilities, information technology and regionals . In addition, this CIP also addresses new projects such as Crystal City public infrastructure and fiber optic communications network and includes projects that are not new but have not been addressed in past CIPs such as Ballston Garage.

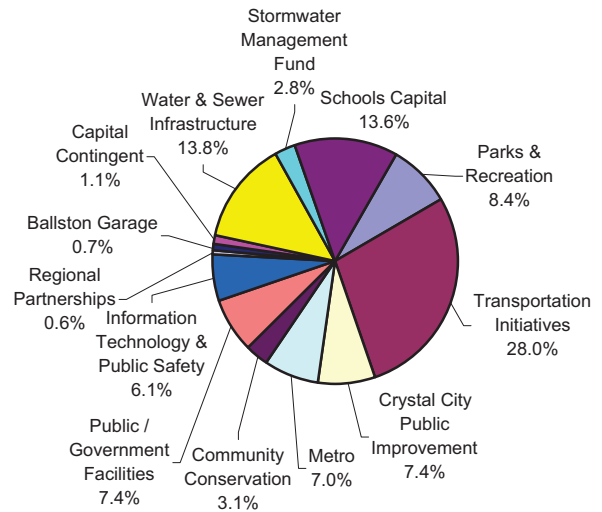
Capital Program Funding Costs Summary (000s)

<u>Program Category</u>	<u>FYs</u> <u>09 - 14</u>	<u>FYs</u> <u>11 - 16</u>	<u>Amount</u> <u>Change</u>	<u>%</u> <u>Change</u>
Parks & Recreation	89,900	102,989	13,089	14.6%
Transportation Initiatives	238,753	341,901	103,148	43.2%
Crystal City Public Infrastructure	-	90,980	90,980	N/A
Metro	84,500	85,800	1,300	1.5%
Community Conservation	86,700	37,350	(49,350)	-56.9%
Public /Government Facilities	61,400	90,680	29,280	47.7%
Information Technology & Public Safety	64,461	74,160	9,699	15.0%
Regional Partnerships	7,180	7,086	(94)	-1.3%
Capital Contingency	11,735	13,058	1,323	11.3%
Subtotal	644,629	844,004	199,375	30.9%
Ballston Garage	-	8,320	8,320	N/A
Total County's Program Cost	644,629	852,324	207,695	32.2%
Water & Sewer Infrastructure	300,954	167,989	(132,965)	-44.2%
Stormwater Management Fund	25,272	33,648	8,376	33.1%
Schools Capital	294,234	165,484	(128,750)	-43.8%
Total CIP Program Cost	1,265,089	1,219,445	(45,644)	-3.6%

Adopted FY 2009 - FY 2014 CIP



Adopted FY 2011 - FY 2016 CIP



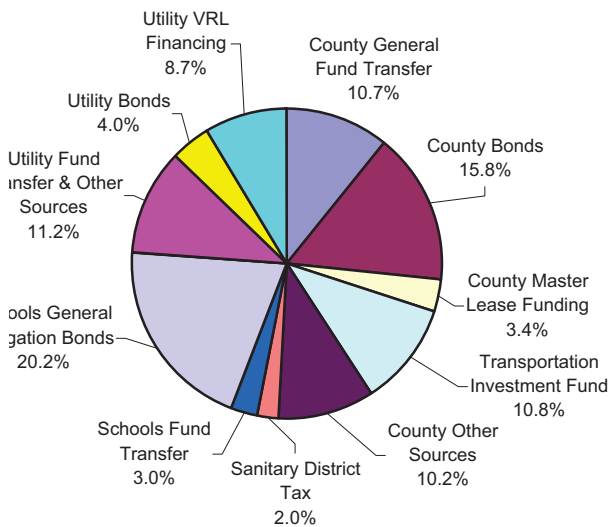
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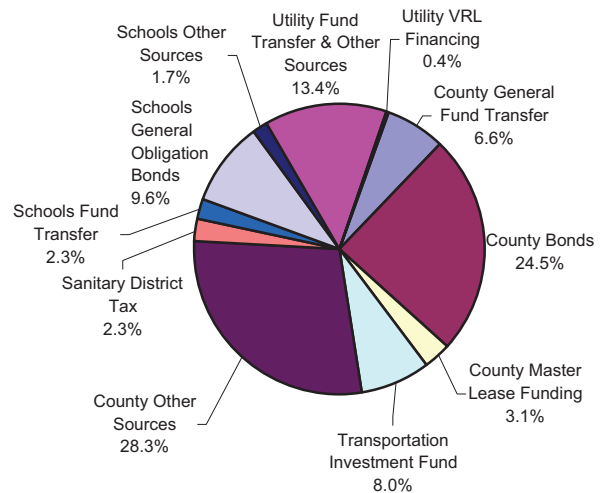
Capital Program Funding Sources Summary (000s)

Capital Funding Sources	FYs 09 - 14	FYs 11 - 16	Amount Change	% Change
County General Fund Transfer	135,743	79,881	(55,862)	-41.2%
County Bonds	200,200	298,475	98,275	49.1%
County Master Lease Funding	43,390	37,493	(5,897)	-13.6%
Transportation Investment Fund	136,964	96,977	(39,987)	-29.2%
County Other Sources	128,332	345,187	216,855	169.0%
Sanitary District Tax	25,272	27,959	2,687	10.6%
Schools Fund Transfer	38,129	27,848	(10,281)	-27.0%
Schools General Obligation Bonds	256,105	117,308	(138,797)	-54.2%
Schools Other Sources	-	20,328	20,328	100.0%
Utility Fund Transfer & Other Sources	140,954	163,494	22,540	16.0%
Utility Bonds	50,000	-	(50,000)	-100.0%
Utility VRL Financing	110,000	4,495	(105,505)	-95.9%
Total Program Funding	1,265,089	1,219,445	(45,644)	-3.6%

Adopted FY 2009 - FY 2014 CIP



Adopted FY 2011 - FY 2016 CIP



Arlington, Virginia

FY 2011 - FY 2016 CIP PAYG Summary

(000s)

pg	PAYG Funding	Adopted	Proposed	Proposed	Proposed	Proposed	Proposed	Total
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 11-16
	MAINTENANCE CAPITAL							
C-9	Transportation	2,432	1,350	1,350	1,350	1,350	1,350	9,182
C-7	Public Facilities	1,466	3,662	3,000	3,000	2,563	2,563	16,254
C-11	Parks and Recreation	1,636	1,700	1,200	1,200	762	764	7,262
C-13	Information Technology	100	-	-	-	-	-	100
C-57	Americans with Disabilities Act		500	500	500	500	500	2,500
C-59	Energy Efficiency		400	400	400	400	400	2,000
	<i>Sub-Total</i>	<i>5,634</i>	<i>7,612</i>	<i>6,450</i>	<i>6,450</i>	<i>5,575</i>	<i>5,577</i>	<i>37,298</i>
	REGIONAL PROGRAMS							
C-18	Northern Va Community College	207	211	215	218	221	224	1,296
C-19	Northern Va Regional Park Authority	526	550	562	573	584	596	3,391
C-20	Peumansend Creek Regional Jail Authority	163	155	146	138	132	125	859
C-21	Northern Va Criminal Justice Academy	256	257	257	257	257	256	1,540
	<i>Sub-Total</i>	<i>1,152</i>	<i>1,173</i>	<i>1,180</i>	<i>1,186</i>	<i>1,194</i>	<i>1,201</i>	<i>7,086</i>
	OTHER CAPITAL PROJECTS							
C-38	Neighborhood Conservation	350	500	500	500	500	500	2,850
D-31	Neighborhood Traffic Calming	100	300	300	300	300	300	1,600
D-18	Streetlight / Traffic Signal Retrofits	500	500	500	500	500	500	3,000
C-21	Park Enhancement Grants	-	100	100	100	100	100	500
C-21	Public Art	-	150	150	150	150	150	750
C-21	Synthetic Fields	-	1,400	1,400	1,400	1,400	1,400	7,000
D-4	Bicycle and Pedestrian Safety Projects	1,000	-	-	-	-	-	1,000
C-22	Sequoia Building Improvements	2,053	-	-	-	-	-	2,053
C-53	Courthouse Square planning & design	-	200	-	-	-	-	200
C-47	Facilities Master Planng	500	550	550		-	-	1,600
C-22	Capital Contingency	295	2,000	2,000	2,000	2,000	2,000	10,295
	<i>Sub-Total</i>	<i>4,798</i>	<i>5,700</i>	<i>5,500</i>	<i>4,950</i>	<i>4,950</i>	<i>4,950</i>	<i>30,848</i>
	Total PAYG Funding	11,584	14,485	13,130	12,586	11,719	11,728	75,232

Arlington, Virginia

FY 2011 - FY 2016 CIP Debt Summary

(000s)

page
reference

GO & Other BOND Funding		Adopted	Proposed	Proposed	Total
		2010 Referenda	2012 Referenda	2014 Referenda	FY 11-16
LOCAL PARKS & RECREATION					
C-11	Parks Maintenance Capital	1,000	4,000	4,875	9,875
C-25	Land Acquisition & Open Space	2,000	3,000	5,000	10,000
C-31	Tyrol Hill Park	-	175	-	1,575
C-27	Herndon & 13th Park	1,300	-	-	1,300
C-29	Rocky Run Park	1,675	-	-	1,675
C-35	Old Jefferson Davis Hwy - Boundary Channel Interchange	-	2,000	6,000	8,000
C-33	Long Bridge (Aquatics, Fitness Center and Final Outdoor Phase)	-	31,827	2,575	34,402
	<i>Sub-total</i>	<i>5,975</i>	<i>41,002</i>	<i>19,850</i>	<i>66,827</i>
TRANSPORTATION					
C-9	Paving	10,300	11,200	11,200	32,700
D-32	Match for State & Federal Projects	2,500	2,500	2,500	7,500
D-14, 15, 31	WALKArlington, BikeArlington & Neighborhood Traffic Calming	1,300	1,300	1,300	3,900
C-70	Crystal City Public Infrastructure	-	-	20,250	20,250
D-33	Shirlington Road Bridge Renovation	-	200	2,000	2,200
	<i>Sub-total</i>	<i>14,100</i>	<i>15,200</i>	<i>37,250</i>	<i>66,550</i>
METRO					
D-1	Metro	20,000	20,000	20,000	60,000
COMMUNITY CONSERVATION					
C-40	Penrose Square	-	3,350	-	3,350
C-42, 44	Nauck Town Square & Infrastructure	-	-	4,150	4,150
C-38	Neighborhood Conservation	9,000	9,000	9,000	27,000
	<i>Sub-total</i>	<i>9,000</i>	<i>12,350</i>	<i>13,150</i>	<i>34,500</i>
PUBLIC / GOVERNMENT FACILITIES					
C-7	Facilities Maintenance Capital	2,675	4,150	13,411	20,236
C-61	Arlington Mill Community Center (Non GO Bonds)	5,000	-	-	5,000
C-55	Lubber Run Community Center	-	-	18,000	18,000
C-51	Facilities Infrastructure & Non Parks Land Acquisition	6,390	6,000	8,472	20,862
C-53	Courthouse Square	-	2,000	2,500	4,500
	<i>Sub-total</i>	<i>14,065</i>	<i>12,150</i>	<i>42,383</i>	<i>68,598</i>
INFORMATION TECHNOLOGY / PUBLIC SAFETY					
C-75	Fiber Optic Communications Network	-	5,825	1,175	7,000
	Subtotal GO Bond Referenda	58,140	106,527	133,808	298,475
	Subtotal Other Bond Funding	5,000	-	-	5,000
	Total BOND Funding *	63,140	106,527	133,808	303,475

* Excludes Revenue Bonds for Transportation Investment Fund

Master Lease Funding		Adopted	Proposed	Proposed	Proposed	Proposed	Proposed	Total
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 11-16
C-22	Fire Defibrillators	1,286	-	-	-	-	-	1,286
C-22	Solid Waste	710	-	-	-	-	-	710
C-13	Enterprise IT Refreshment	3,707	1,683	1,003	2,628	7,047	3,434	19,502
C-15	Public Safety IT Refreshment	-	2,491	6,066	4,438	-	3,000	15,995
	Total Master Lease Funding	5,703	4,174	7,069	7,066	7,047	6,434	37,493

Total Debt Funding	68,843	4,174	113,596	7,066	140,855	6,434	340,968
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CIP Funding Sources

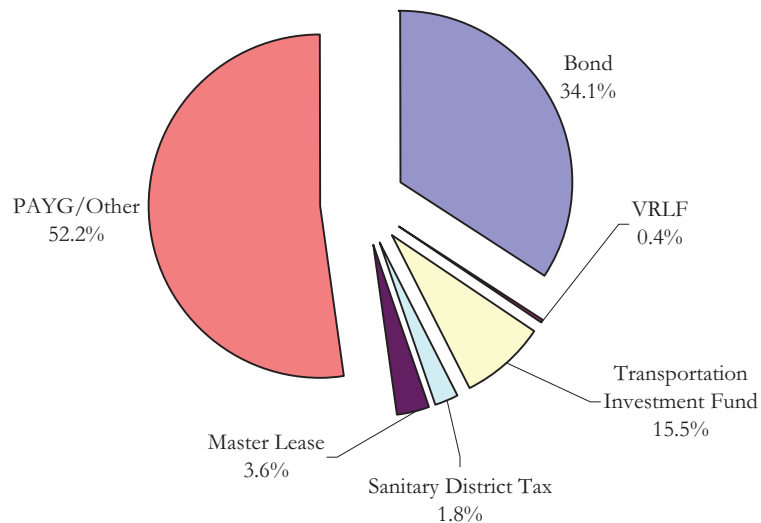
The \$1.2 billion County's FY 2011 - FY 2016 CIP funding strategy includes 34.1% in General Obligation Bond financing, 0.4% in Virginia Revolving Loan Fund (VRLF) financing, 8.0% from the Transportation Investment Fund, 2.3% from the Sanitary District Tax, 3.1% from Master Lease Financing and 52.2% in new PAYG appropriation and other funding sources which includes state & federal grants, developer fees, existing PAYG and Bond balances, special tax district and various other project specific sources of revenue. VRLF proceeds are exclusively used to finance Water & Sewer Utility Fund Capital Projects and related debt service costs are supported by utility user fees and have no effect on local tax rates.

Funding Source Summary (millions)

<u>Government Entity</u>	<u>County</u>	<u>% of CIP</u>	<u>Utilities</u>	<u>% of CIP</u>	<u>Schools</u>	<u>% of CIP</u>	<u>Total</u>	<u>% of CIP</u>
Bond	298.5	33.7%	-	0.0%	117.3	70.9%	415.8	34.1%
VRLF	-	0.0%	4.5	2.7%	-	0.0%	4.5	0.4%
Transportation Investment Fund	97.0	10.9%	-	0.0%	-	0.0%	97.0	8.0%
Sanitary District Tax	28.0	3.2%	-	0.0%	-	0.0%	28.0	2.3%
Master Lease	37.5	4.2%	-	0.0%	-	0.0%	37.5	3.1%
PAYG/Other	425.1	48.0%	163.5	97.3%	48.2	29.1%	636.7	52.2%
	886.0	100.0%	168.0	100.0%	165.5	100.0%	1,219.4	100.0%

Numbers may not add due to rounding

FY 2011 - 2016 CIP Funding Sources



General Obligation Bonds Referenda

Adopted FY 2009 - FY 2014 to Adopted FY 2011 - FY 2016

PROGRAM CATEGORY	Adopted FY 09, 11, 13 Bond Referenda				Adopted FY 11, 13, 15 Bond Referenda			
	FY 2009 Bond	FY 2011 Bond	FY 2013 Bond	FY 09-14 TOTAL	FY 2011 Bond	FY 2013 Bond	FY 2015 Bond	FY 11-16 TOTAL
LOCAL PARKS & RECREATION								
Parks Maintenance Capital	-	-	-	-	1,000	4,000	4,875	9,875
Parks Master Plan	-	2,000	4,000	6,000	1,675	-	-	1,675
Land Acquisition & Open Space	-	-	-	-	2,000	3,000	5,000	10,000
Long Bridge Park	-	-	30,000	30,000	-	31,827	2,575	34,402
Tyroll Hill Park	-	1,600	-	1,600	-	1,575	-	1,575
Herndon & 13th Park	-	1,200	-	1,200	1,300	-	-	1,300
Synthetic Field Improvements	-	1,500	1,500	3,000	-	-	-	-
Old Jefferson Davis Hwy-Boundary Channel Interchange	-	-	-	-	-	8,000	-	8,000
Public Art Program	-	300	600	900	-	-	-	-
Total Project Cost	-	6,600	36,100	42,700	5,975	48,402	12,450	66,827
TRANSPORTATION INITIATIVES								
Paving	-	-	-	-	10,300	11,200	11,200	32,700
WALKArlington, BikeArlington	-	1,000	1,500	2,500	1,000	1,000	1,000	3,000
Neighborhood Traffic Calming	-	1,000	1,000	2,000	300	300	300	900
Match for State & Federal Projects	-	-	-	-	2,500	2,500	2,500	7,500
Crystal City Public Infrastructure	-	-	-	-	-	-	20,250	20,250
Shirlington Road Bridge Rehabilitation	-	-	-	-	-	200	2,000	2,200
Safe Routes to Schools	-	500	500	1,000	-	-	-	-
Stand-alone upgrades	-	500	500	1,000	-	-	-	-
Transit access improvements	-	-	500	500	-	-	-	-
Total Project Cost	-	3,000	4,000	7,000	14,100	15,200	37,250	66,550
METRO								
METRO	10,000	20,000	15,000	45,000	20,000	20,000	20,000	60,000
Total Project Cost	10,000	20,000	15,000	45,000	20,000	20,000	20,000	60,000
COMMUNITY CONSERVATION								
Neighborhood Conservation	9,000	12,000	12,000	33,000	9,000	9,000	9,000	27,000
Buckingham Redevelopment - land acquisition & park	34,500	4,200	2,000	40,700	-	-	-	-
Penrose Square	-	-	-	-	-	3,350	-	3,350
Nauck Town Square & Infrastructure	-	-	-	-	-	-	4,150	4,150
Land Acquisition	-	5,000	5,000	10,000	-	-	-	-
Total Project Cost	43,500	21,200	19,000	83,700	9,000	12,350	13,150	34,500
PUBLIC / GOVERNMENT FACILITIES								
Facilities Maintenance Capital	-	-	-	-	2,675	4,150	13,411	20,236
Lubber Run Community Center	-	-	-	-	-	-	18,000	18,000
Facilities Infrastructure & Land Acquisition	-	-	-	-	6,390	6,000	8,472	20,862
Courthouse Square	-	-	-	-	-	2,000	2,500	4,500
Public Facilities Development	-	10,000	10,000	20,000	-	-	-	-
Career Center / Thomas Jefferson	1,800	-	-	1,800	-	-	-	-
Total Project Cost	1,800	10,000	10,000	21,800	9,065	12,150	42,383	63,598
INFORMATION TECHNOLOGY / PUBLIC SAFETY								
Fiber Optic Communications Network	-	-	-	-	-	5,825	1,175	7,000
Total Project Cost	-	-	-	-	-	5,825	1,175	7,000
TOTAL COUNTY CAPITAL	55,300	60,800	84,100	200,200	58,140	113,927	126,408	298,475
WATER & SEWER INFRASTRUCTURE								
WPCP Expansion Capital	50,000	-	-	50,000	-	-	-	-
Total Project Cost	50,000	-	-	50,000	-	-	-	-
TOTAL COUNTY & W/S INFRASTRUCTURE	105,300	60,800	84,100	250,200	58,140	113,927	126,408	298,475

Arlington, Virginia
FY 2011 - FY 2016 CIP Program Summary

(000s)

PROGRAM CATEGORY	Adopted FY 2011		Proposed FY 2011		Proposed FY 2012		Proposed FY 2013		Proposed FY 2014		Proposed FY 2015		Proposed FY 2016		Proposed FY11-16 TOTAL
	PAYG	Master Lease	PAYG	Master Lease	PAYG	Master Lease	PAYG	Master Lease	PAYG	Master Lease	PAYG	Master Lease	PAYG	Master Lease	
LOCAL PARKS & RECREATION															
Parks and Recreation Maintenance Capital	1,636		1,830		1,330		4,000		1,330		892		4,875		17,787
Land Acquisition and Open Space			2,000				3,000						5,000		10,000
Park Enhancement Grants			100		100				100		100				500
Park Master Plan (Rocky Run Park)															1,675
Tyroll Hill Park							175						1,400		1,575
Synthetic Fields			1,400		1,400				1,400		1,400				7,000
Herdon & 13th Park															1,300
Public Art			150		150				150		150				750
Long Bridge Park							51,827						2,575		54,402
Old Jefferson Davis Highway							2,000						6,000		8,000
Total Project Cost	1,636		3,480		2,980		61,002		2,980		2,542		19,850		102,989
Less: Developer Contributions							20,000								20,000
Net General Fund Tax Support	1,636		3,480		2,980		41,002		2,980		2,542		19,850		82,989
TRANSPORTATION & PEDESTRIAN INITIATIVES															
Transportation Maintenance Capital	2,431		1,350		1,350		11,200		1,350		1,350		11,200		41,881
Complete Streets	11,655		10,860		20,910		1,000		21,710		24,210		1,000		117,405
Transit (Non GO)	12,061		13,121		48,296				25,046		53,810				171,415
Local Initiatives	100		100		100		3,000		100		100		4,800		11,200
Total Project Cost	26,247		25,431		70,656		15,200		48,206		79,470		17,000		341,901
Less: Commonwealth/Federal Funding	6,094		5,386		19,321				26,471		27,021				93,374
Less: Transportation Investment Fund	16,122		17,095		21,000				4,785		15,485				66,407
Less: Revenue Bonds									35,000		29,000				117,039
Net General Fund Tax Support	4,031		2,950		23,950		15,200		(18,050)		7,964		17,000		65,081
CRYSTAL CITY DEVELOPMENT															
Crystal City Street Improvements	300		1,700		4,650				6,600		5,500				21,250
Crystal City Potomac Yard Streetcar			700		700				18,000		12,250		20,250		69,480
Crystal City Parks and Open Space											250				250
Total Project Cost	300		2,400		5,350				24,600		18,000		20,250		90,980
Less: Commonwealth/Federal Funding			140		140				6,250		12,000				30,550
Less: Transportation Investment Fund	300		2,260		5,210				10,000		6,000				28,770
Less: Tax Increment / Other Tax Source									8,350						11,410
Net General Fund Tax Support													20,250		20,250
METRO															
METRO	3,900		3,500		3,600		20,000		4,700		5,100		20,000		85,800
Total Project Cost	3,900		3,500		3,600		20,000		4,700		5,100		20,000		85,800
Less: Revenue from the Commonwealth	3,900		3,500		3,600				4,700		5,100				25,800
Net General Fund Tax Support							20,000						20,000		60,000

Arlington, Virginia
FY 2011 - FY 2016 CIP Program Summary
 (000s)

PROGRAM CATEGORY	Adopted		Adopted		Proposed		Proposed		Proposed		Proposed		Proposed		Proposed		
	FY 2011 PAYG	FY 2011 Master Lease	FY 2011 BOND	FY 2011 Master Lease	FY 2012 PAYG	FY 2012 Master Lease	FY 2013 PAYG	FY 2013 Master Lease	FY 2013 BOND	FY 2014 PAYG	FY 2014 Master Lease	FY 2015 PAYG	FY 2015 Master Lease	FY 2015 BOND	FY 2016 PAYG	FY 2016 Master Lease	FY11-16 TOTAL
COMMUNITY CONSERVATION																	
Nauack Town Square & Infrastructure Fund																	
Neighborhood Conservation	350		9,000		500		500		9,000		500		500	9,000			29,850
Penrose Square								3,350									3,350
Total Project Cost	350	-	9,000		500	-	500	-	12,350		500	-	500	13,150		-	37,350
PUBLIC / GOVERNMENT FACILITIES																	
Public Facilities Maintenance Capital	1,466		2,675		3,662		3,000		4,150		3,000		2,563	13,411			36,490
Americans with Disabilities Act - MC			-		500		500		-		500		500	-			2,500
Energy Efficiency - Maintenance Capital			-		400		400		-		400		400	-			2,000
Facilities Master Plan	1,000				550		550										2,100
Lubber Run Community Center																	18,000
Courthouse Square			-		200		-		2,000		-		-	2,500			4,700
Arlington Mill (Non GO Bonds)			5,000														5,000
Emergency Facility Infrastructure & Land Acquisition			6,390						6,000					7,500			19,890
Total Project Cost	2,466	-	14,065	-	5,312	-	4,450	-	12,150	-	3,900	-	3,463	41,411	-	3,463	90,680
Less: Existing PAYG	500																500
Net General Fund Tax Support	1,966	-	14,065	-	5,312	-	4,450	-	12,150	-	3,900	-	3,463	41,411	-	3,463	90,180
INFORMATION TECHNOLOGY & PUBLIC SAFETY EQUIPMENT																	
Enterprise IT Maintenance Capital	100	3,707				1,683											19,602
Public Safety IT Maintenance Capital	6,670				1,550	2,491		1,003			2,628		7,047				24,215
Defibrillators - FIRE				1,286				6,066		4,438							1,286
Fiber Optic Communications Network	9,023				3,932				5,825		1,498		3,802	1,175			29,057
Total Project Cost	15,793	4,993	-		5,482	4,174	-	7,069	5,825		1,498		3,802	7,047		6,434	74,160
Less: Federal Grants	9,520																9,520
Less: Transportation Investment Fund	300				300		300				300		300				1,800
Less: Schools Funds					1,997		306				4,350						6,653
Less: Existing Bonds	10,754		-		1,550		-		-		-						12,304
Net General Fund Tax Support	(4,781)	4,993	-		1,635	4,174	(606)	7,069	5,825	(3,152)	7,066	3,502	7,047	1,175	3,502	6,434	43,883
REGIONAL PROGRAMS																	
Northern Virginia Community College	207		-		211		215		-		218		221				1,296
Northern Virginia Regional Park Authority	526		-		550		562		-		573		584				3,391
Poquamsand Creek Regional Jail Authority	163		-		155		146		-		138		132				859
Northern Virginia Criminal Justice Academy	256		-		257		257		-		257		257				1,540
Total Project Cost	1,152	-	-		1,173	-	1,180	-	-		1,186	-	1,194	-	-	-	7,086
CAPITAL CONTINGENCY & OTHER																	
Capital Contingency	130		-		2,165		2,000		-		2,000		2,000				10,295
Solid Waste Tub Grinder		710															710
Sequoia Building Improvement	2,053																2,053
Total Project Cost	2,183	710	-		2,165	-	2,000	-	-	-	2,000	-	2,000	-	2,000	-	13,058

Arlington, Virginia
FY 2011 - FY 2016 CIP Program Summary

(000s)

PROGRAM CATEGORY	Adopted FY 2011 PAYG	Adopted FY 2011 Master Lease	Adopted FY 2011 BOND	Proposed FY 2012 PAYG	Proposed FY 2012 Master Lease	Proposed FY 2013 PAYG	Proposed FY 2013 Master Lease	Proposed FY 2013 BOND	Proposed FY 2014 PAYG	Proposed FY 2014 Master Lease	Proposed FY 2015 PAYG	Proposed FY 2015 Master Lease	Proposed FY 2015 BOND	Proposed FY 2016 PAYG	Proposed FY 2016 Master Lease	Proposed FY11-16 TOTAL
BALLSTON GARAGE																
8th Level Vertical Expansion Repairs	1,770															1,770
Levels 1-7	1,850			2,450		750							972	528		6,550
Total Project Cost	3,620			2,450		750							972	528		8,320
Less: Parking Revenues and other Reserves	1,850			1,216		750			198				330	330		3,594
Less: Interest Revenue and Fund Balance	1,770			1,234					(198)				972	198		3,754
Net General Fund Tax Support																972
Total General Government Capital Projects	57,647	5,703	63,140	51,893	4,174	91,466	7,069	126,527	89,570	7,066	116,071	7,047	133,808	84,709	6,434	852,324
Less: Other Financing Sources	51,110			34,678		57,012		20,000	100,206		95,104			73,365		431,475
Net General Fund Tax Support	6,537	5,703	63,140	17,215	4,174	34,454	7,069	106,527	(10,636)	7,066	20,967	7,047	133,808	11,344	6,434	420,849
WATER & SEWER INFRASTRUCTURE																
Water Distribution System Improvements	6,000			3,150		3,150			3,150		3,350			3,300		22,100
Sanitary Sewer System Improvements	3,050			2,750		2,800			1,800		1,850			1,850		14,100
WPCP Non-expansion Capital	2,424			3,170		2,900			3,200		2,565			2,440		16,699
WPCP Expansion Capital	37,938			27,000												64,938
Maintenance Capital	5,601			8,266		9,296			8,976		9,119			8,894		50,152
Total Project Cost	55,013			44,336		18,146			17,126		16,884			16,484		167,989
Less: Developer Contribution	3,050			4,900		4,950			4,950		5,200			5,150		28,200
Less: Inter-jurisdictional Revenue	10,779			3,809		306			306		306			306		15,812
Less: Commonwealth Loan Fund	4,495															4,495
Less: Revenue from the Commonwealth	3,863															3,863
Less: Existing Bonds	23,268			23,557												46,825
Water & Sewer User Fee Supported	9,558			12,070		12,890			11,870		11,378			11,028		68,794
STORMWATER MANAGEMENT																
Stormwater Management	5,744			6,382		5,568			5,318		5,318			5,318		33,648
Total Project Cost	5,744			6,382		5,568			5,318		5,318			5,318		33,648
Less: Sanitary Tax District	4,744			4,643		4,643			4,643		4,643			4,643		27,959
Less: Watershed Management Fund	250			250		250										750
Less: State Grants	750			814												1,564
Less: US Army Corps of Engineers share				675		675			675		675			675		3,375
Net General Fund Tax Support																
Total County	118,404	5,703	63,140	102,611	4,174	115,180	7,069	126,527	112,014	7,066	138,273	7,047	133,808	106,511	6,434	1,053,961
Less: Other Financing Sources	102,309			73,326		67,836		20,000	110,780		105,928			84,139		564,318
Net Tax Support & User Fees	16,095	5,703	63,140	29,285	4,174	47,344	7,069	106,527	1,234	7,066	32,345	7,047	133,808	22,372	6,434	489,643
SCHOOLS CAPITAL																
Schools Capital	24,969		102,888	4,641		4,641		11,070	4,641		4,642		3,350	4,642		165,484
TOTAL COUNTY & SCHOOLS	143,373	5,703	166,028	107,252	4,174	119,821	7,069	137,597	116,655	7,066	142,915	7,047	137,158	111,153	6,434	1,219,445
LESS OTHER FINANCING SOURCES	102,309			73,326		67,836		20,000	110,780		105,928			84,139		564,318
NET GF TAX SUPPORT & USER FEES	41,064	5,703	166,028	33,926	4,174	51,985	7,069	117,597	5,875	7,066	36,987	7,047	137,158	27,014	6,434	655,127

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 six-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 proposed 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 and established a new policy that growth in debt service should be sustainable consistent with projected growth of revenues. 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 July 2010 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.

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 are based on *both* County and Schools' capital project plans and related debt issuance. For the County's portion, the debt capacity analysis is based on the County Board's Adopted CIP. For Schools' portion, the debt capacity analysis is based on their adopted FY 2011 – 2016 CIP, which assumes Wakefield High School construction beginning in 2011 and reflects the revised construction cost estimates developed by Schools in spring 2010.

The projected debt ratios are based on conservative revenue growth assumptions: no growth in FY 2011 and FY 2012, 3% growth in FY 2013 and 4% thereafter. While the County has fared well economically compared to its neighboring jurisdictions and staff is hopeful that growth will resume more quickly than these assumptions, they are conservative and in line with County Board guidance. 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. 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.

Projected Debt Ratios

Ratio of Debt Service to General Expenditures No Greater Than 10% -- In FY 2011 for every dollar spent by the County and Schools about 9.1 cents will be applied toward debt service. The County estimates that in FY 2016 for every dollar spent by the County, 8.8 cents would be applied toward debt service.

Growth in Debt Service over the Six Year Planning Period No Greater than Ten-Year Historical Growth in Revenues – Average annual growth in debt service in the Proposed CIP is estimated at 2.1 percent, significantly less than the ten-year average growth in revenues of 6.2 percent. In addition, growth in debt service associated with lease payments under master lease is expected to remain less than historical growth in revenues.

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 percent of the tax base. At the end of FY 2009, this ratio was 1.03 percent. In FY 2011, the ratio is projected to increase to 1.35 percent. A slight decrease to 1.28 percent is expected in FY 2016. These debt ratio levels are higher than those included in the FY 2009-2014 adopted CIP due to the recent decline in taxable property values.

Ratio of Debt per Capita to Per Capita Income No Greater than 6% -- At the end of FY 2009 this ratio was 4.2 percent. The County estimates that the Debt to Income ratio will reach a peak level of 5.0 percent at the end of FY 2012 and come down by FY 2016 to 4.4 percent.

Chart A

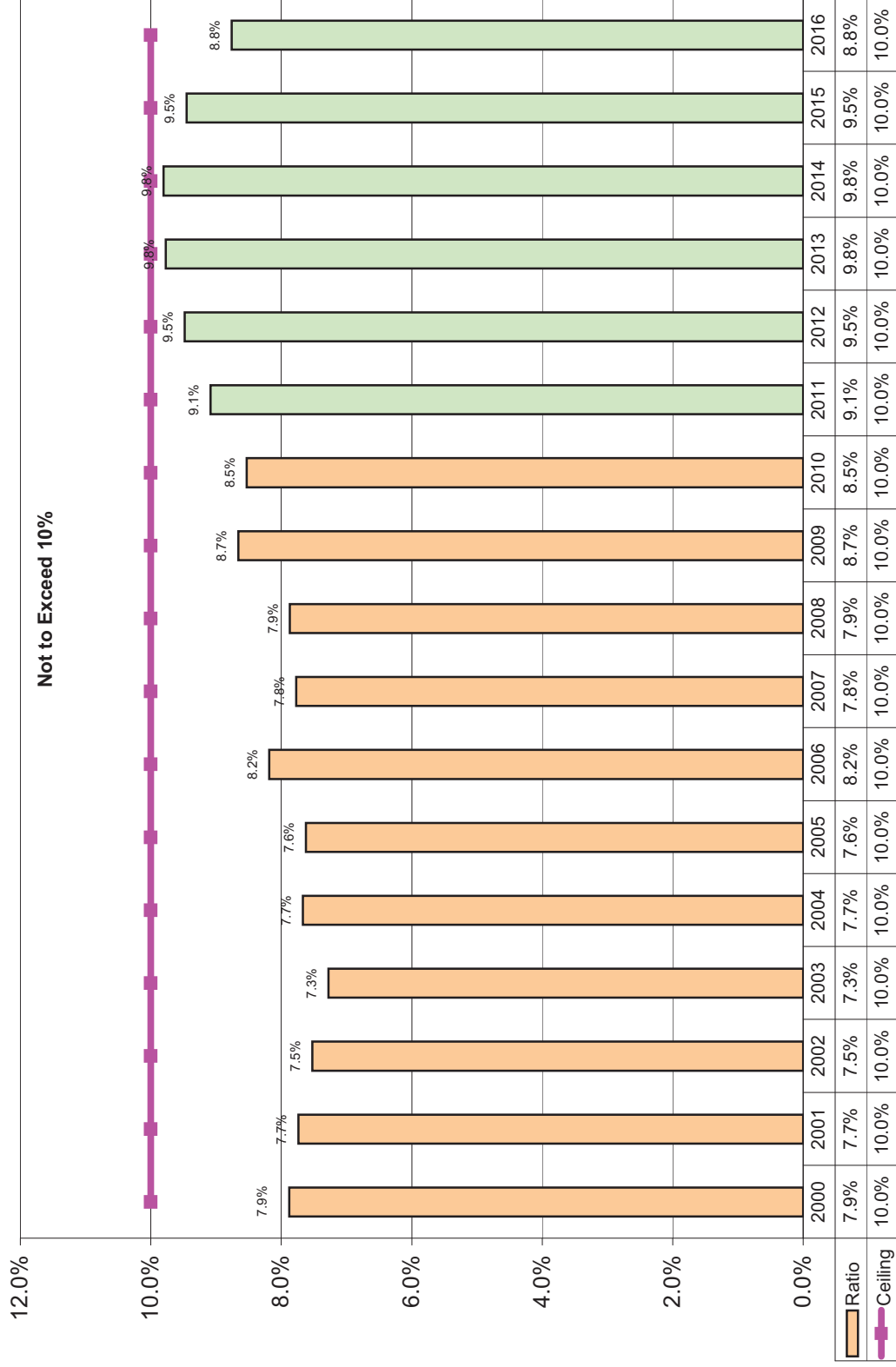
ARLINGTON COUNTY, VIRGINIA
Adopted 2011 - 2016 CAPITAL IMPROVEMENT PROGRAM

	Actual 2009	Revised 2010	Adopted 2011	2012	2013	2014	2015	2016
NEW DEBT ISSUANCE (7)								
GENERAL OBLIGATION UTILITY FUND BOND ISSUANCE	-	154,714,322	107,820,928	103,884,500	80,882,000	62,316,000	86,397,500	77,117,561
TRANSPORTATION FUND BOND ISSUANCE	-	-	42,825,000	-	27,700,000	19,100,000	17,800,000	33,900,000
TAX-SUPPORTED GENERAL OBLIGATION BONDS RETIRED (1)	53,715,889	60,462,503	59,321,860	63,331,540	67,096,716	70,886,389	71,076,759	65,948,716
NET TAX-SUPPORTED DEBT AT END OF FISCAL YEAR (2)	623,962,456	718,214,275	766,713,343	807,266,303	821,051,567	812,481,198	827,801,939	838,970,804
SCHOOLS DEBT SERVICE (8)	33,374,607	31,929,654	35,798,243	38,524,859	42,595,646	44,962,722	42,793,224	40,724,670
COUNTY DEBT SERVICE	52,858,996	55,997,976	58,178,000	59,554,267	61,535,351	63,692,648	66,129,846	64,279,727
TOTAL TAX-SUPPORTED DEBT SERVICE	86,233,603	87,927,630	93,976,243	98,079,125	104,130,997	108,655,370	108,923,070	105,004,397
PERCENTAGE GROWTH IN COUNTY TAX-SUPPORTED DEBT SERVICE FIVE-YEAR ANNUAL AVERAGE (NOT TO EXCEED 10 YEAR HISTORICAL AVERAGE OF 6.9%)	11.6%	5.9%	3.9%	2.4%	3.3%	3.5%	3.8%	-2.8%
BUDGETED GENERAL EXPENDITURES (3)	996,063,832	1,030,776,228	1,034,539,195	1,034,539,195	1,066,575,371	1,108,198,386	1,152,526,321	1,198,627,374
DEBT SERVICE AS PERCENTAGE OF EXPENDITURES (NOT TO EXCEED 10%	8.7%	8.5%	9.1%	9.5%	9.8%	9.8%	9.5%	8.8%
MARKET VALUATION OF TAXABLE PROPERTY (4)	60,514,589,567	56,586,969,959	56,586,969,959	56,586,969,959	58,284,579,058	60,615,962,220	63,040,600,709	65,562,224,737
NET TAX-SUPPORTED DEBT AS PERCENTAGE OF MARKET VALUATION	1.03%	1.27%	1.35%	1.43%	1.41%	1.34%	1.31%	1.28%
POPULATION (5)	209,300	211,400	214,480	217,560	220,640	223,720	226,800	228,740
DEBT PER CAPITA	\$2,981	\$3,397	\$3,575	\$3,711	\$3,721	\$3,632	\$3,650	\$3,668
INCOME PER CAPITA (6)	\$70,908	\$71,713	\$72,326	\$74,496	\$76,731	\$79,033	\$81,404	\$83,846
NET TAX-SUPPORTED DEBT TO INCOME (NOT TO EXCEED 6%)	4.2%	4.7%	4.9%	5.0%	4.8%	4.6%	4.5%	4.4%

(1) Includes general government, WMATA, School bonds, IDA Lease Revenue Bonds
(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. 1% growth assumed in FY 2011; 0% in 2012; 3 percent growth in FY 2013; 4 percent in FY 2014 - FY 2016
(4) Assumes no-growth in market value of taxable property in FY 2011 and FY 2012. 3 percent growth in FY 2013; 4 percent in FY 2014 - FY 2016
(5) Population growth as estimated by the Arlington County Planning Division.
(6) Source: Arlington County Planning Division, Planning Research and Analysis Team (PRAT)
(7) 2009 Bonds issued after the fiscal year ended are included in FY 2010
(8) Assumes Wakefield debt issuance of \$104 million beginning in FY 2011

Chart B

**RATIO OF TAX-SUPPORTED DEBT SERVICE
TO GENERAL EXPENDITURES
FY 2000 - 2016**



Fiscal Year

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

	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016
Tax-Supported General Obligation Debt	\$576,842,456	\$593,851,536	\$647,867,244	\$694,950,204	\$717,289,303	\$717,784,369	\$742,325,565	\$763,104,886
Tax-Supported Subject to Appropriation ("STA") Debt								
Capital Equipment Leases	28,295,531	29,275,086	23,653,348	17,755,913	12,559,147	9,010,833	7,259,426	5,959,566
Industrial Development Authority (IDA) Bonds (5)	47,120,000	88,400,000	83,180,000	76,650,000	69,915,000	62,965,000	55,860,000	48,365,000
Buckingham Village 3		35,962,739	35,666,099	35,666,099	33,847,284	31,731,829	29,616,373	27,500,918
Peumansend Creek Regional Jail	1,091,854	968,284	847,938	724,338	601,937	481,938	361,938	-
No. Va. Criminal Justice Academy	255,907	256,092	255,994	256,932	256,389	256,883	257,130	256,947
Subtotal	\$76,763,292	\$154,862,171	\$143,603,379	\$131,053,282	\$117,179,757	\$104,446,483	\$93,354,867	\$82,082,431
Project-Supported Subject to Appropriation ("STA") Debt (1)								
Ballston Public Parking Garage	12,800,000	12,300,000	11,800,000	11,300,000	10,800,000	10,300,000	9,800,000	9,300,000
IDA Lease Revenue Bonds (Ballston Skating Facility Project) (7)	35,200,000	30,120,000	29,190,000	28,245,000	27,275,000	26,280,000	25,255,000	24,195,000
Waste-to-Energy Plant (2)	15,400,000	9,476,133	5,786,321	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
Subtotal	\$86,400,000	\$74,896,133	\$69,776,321	\$64,548,880	\$61,075,000	\$59,580,000	\$58,055,000	\$56,495,000
LESS: State Regional Jail Reimbursement (4)	(1,126,000)	(1,126,000)	(1,126,000)	(1,126,000)	(1,126,000)	-	-	-
Total Tax-Supported General Obligation (GO) & ALL STA Financings	\$738,879,748	\$822,483,840	\$866,120,944	\$889,426,365	\$894,418,060	\$881,810,852	\$893,735,433	\$901,682,317
Total <u>Tax-Supported</u> GO and <u>Tax-Supported</u> STA Financings	\$652,479,748	\$747,587,707	\$790,344,623	\$824,877,486	\$833,343,060	\$822,230,852	\$835,680,433	\$845,187,317
Total <u>Project-Supported</u> STA Financings (2)	\$86,400,000	\$74,896,133	\$69,776,321	\$64,548,880	\$61,075,000	\$59,580,000	\$58,055,000	\$56,495,000
Market Value of Taxable Property	\$60,514,589,567	\$56,586,969,959	\$56,586,969,959	\$56,586,969,959	\$58,284,579,058	\$60,615,962,220	\$63,040,600,709	\$63,671,006,716
Total Tax-Supported GO & ALL STA Financings as Percent of Market Value (Not to Exceed 4%)	1.22%	1.45%	1.52%	1.57%	1.53%	1.45%	1.42%	1.42%
Total <u>Tax-Supported</u> GO & <u>Tax-Supported</u> STA Financings as Percent of Market Value	1.08%	1.32%	1.40%	1.46%	1.43%	1.36%	1.33%	1.33%
Total <u>Project-Supported</u> STA Financings (Credit Enhancement) as Percent of Market Value (2)	0.14%	0.13%	0.12%	0.11%	0.10%	0.10%	0.09%	0.09%

(1) Debt service on these financings is intended to be repaid by user fees or tenant rental income, not by County General Fund revenue
(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 following projects: Arlington County Trades Center, Arlington County George Mason Center, ERP, and ECC, Metro Matters and Buckingham Village
(6) Does not include Self-supporting debt in the Utility and Transportation Investment Fund
(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

Chart D

RATIO OF TAX SUPPORTED & SUBJECT TO APPROPRIATION FINANCING

As Percent of Market Value FY 2009 - FY 2016

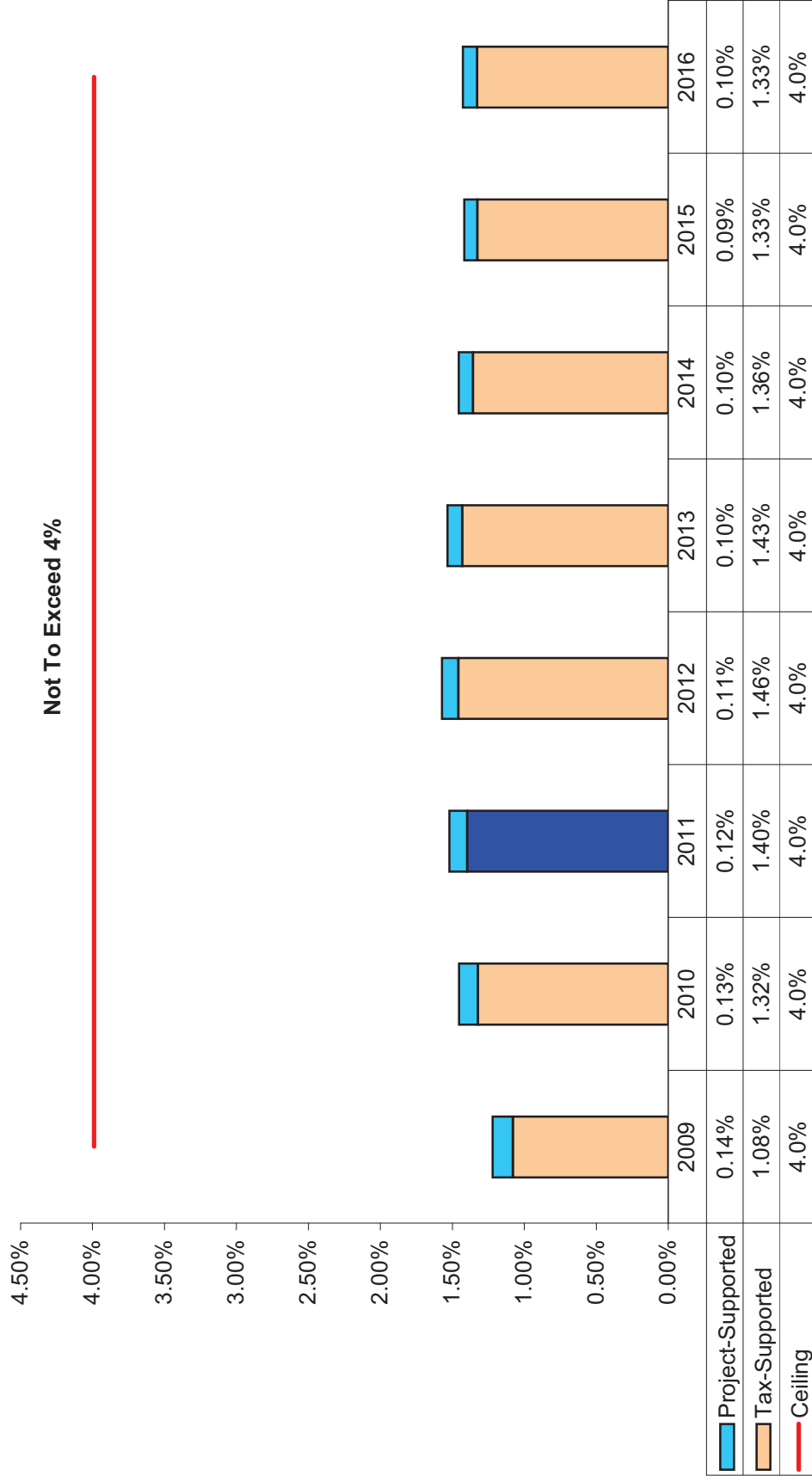


Chart E RATIO OF TAX SUPPORTED GENERAL OBLIGATION DEBT TO INCOME
 FY 2009 - 2016

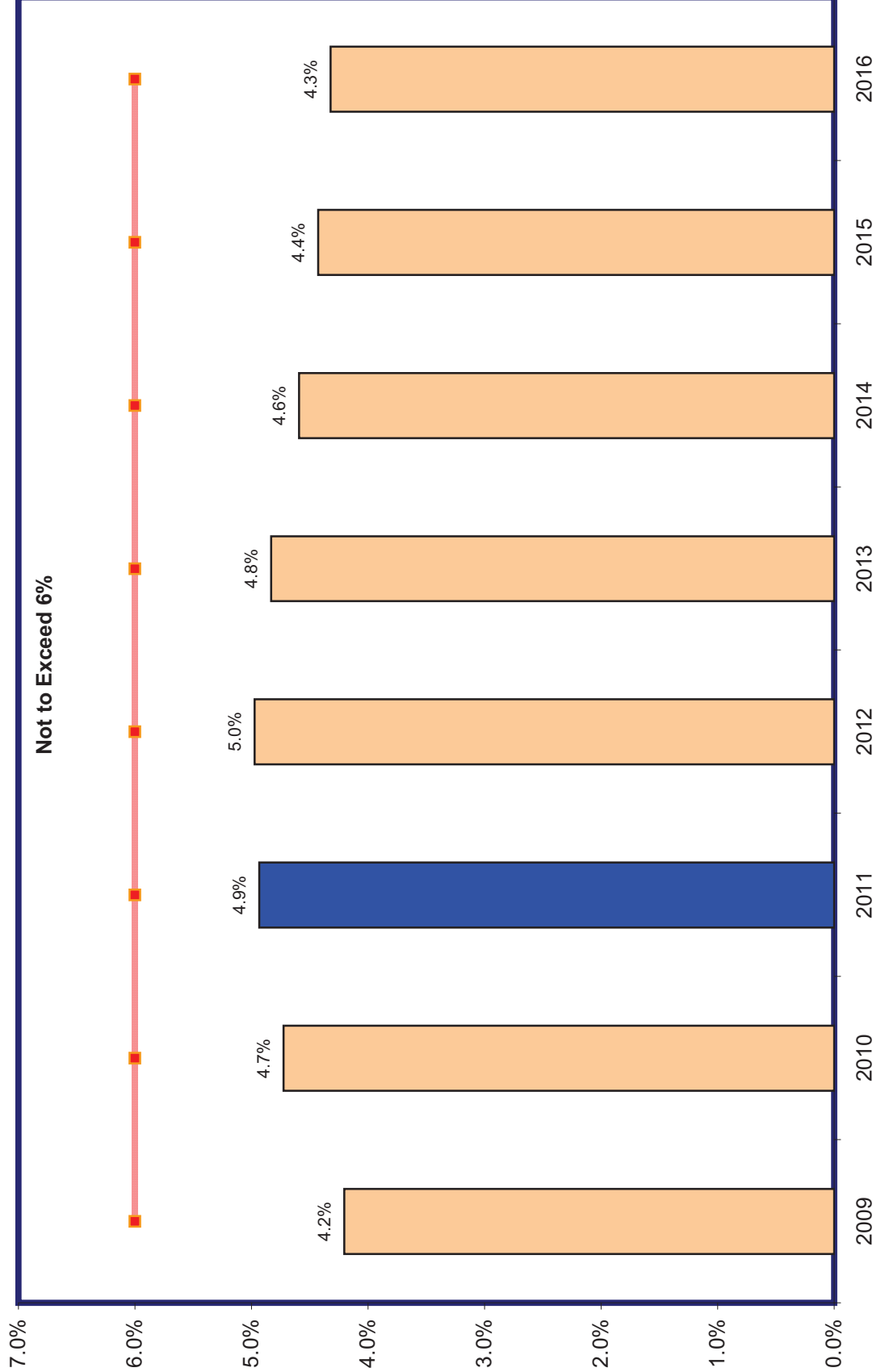
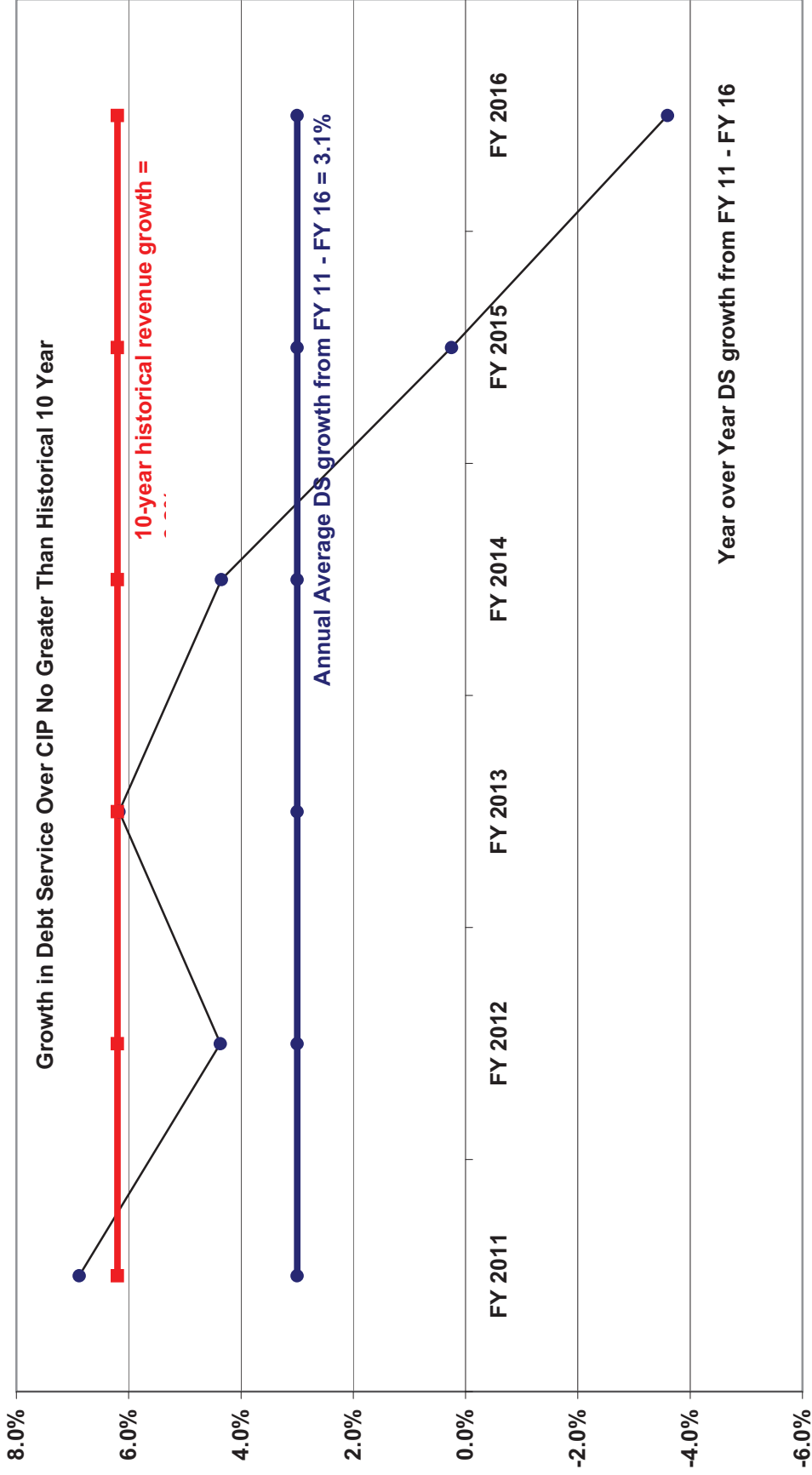


Chart F COMBINED COUNTY AND SCHOOLS* DEBT SERVICE GROWTH
FY 2011 - 2016



* Assumes Wakefield Debt Issuance of \$104 Million Beginning in FY 2011

Maintenance Capital

Maintenance Capital (MC) is a broad program that seeks to achieve a long-stated capital goal to “maintain what we have.” MC goes hand-in-hand with building new infrastructure—all assets should be properly maintained from when they enter our inventory until they are deconstructed or decommissioned. Arlington’s Maintenance Capital program is designed to protect assets from premature failure, minimize unnecessary risks and loss, and achieve the optimal useful life of assets. An effective MC program ensures that existing capital assets are maintained in reliable, serviceable condition without significant variations in annual capital appropriations. MC focuses on non-expansion projects—those projects that do not change a footprint of a building, expand a current asset, expand services or increase the operating budget once complete. To qualify for funding in the MC program, projects must significantly extend the life of the asset and meet the criteria for a capital project.

The current condition of the County’s facilities and infrastructure are periodically assessed relative to appropriate standards and functionality tests, which vary by the nature of the infrastructure. For example, a roofing system may undergo infrared testing, leak testing, and visual inspection and a technology system may be assessed relative to uptime, efficiency, and compatibility with other systems. The assessments help determine the appropriate funding level for the MC program, plus they provide perspective for discussions on planning long-term investments in the capital improvement program. Finally, facilities master planning is a factor in appropriately sizing the MC program. Master planning is the next logical step to the facility/lifecycle assessments that have already been completed on County facilities and Parks and Recreation assets. As facilities master planning is completed, it will better inform decisions about the level and type of investment in the County’s existing infrastructure, because when assets are firmly scheduled for replacement, more prudent decisions can be made on how to best minimize investments near the end of the life of the asset.

The following four maintenance capital categories are identified for preservation and reinvestment:

- Facilities
- Local Parks and Recreation
- Transportation
- Information Technology (IT)

Complete condition assessments of the County’s facilities were conducted in 2004 and in 2009. The assessments enable staff to identify where the main components of each facility are relative to their expected service life. Those components that have failed or have exceeded their useful life are identified and repair costs are estimated. Timely replacement or renewal of facility components are planned and are critical in assuring appropriate facility availability. As the County’s facilities are a mixture of older facilities needing systematic renewal and newer facilities needing scheduled maintenance, the level of MC investment needed will vary for each facility over time. On a broader program basis, an appropriate level of investment directly equates to the quality of the environment for the user, the long term viability of the facility, and staffing capacity to maintain assets and implement the MC program.

The Parks Infrastructure Asset Management Study of all parks outdoor facilities was completed in 2009. The study forms a planning tool with a reliable statistical basis that will be used for making budgetary, planning and development and maintenance policy decisions. The study compiled a digital inventory of park assets, established lifecycle replacement standards, provided strategies for renovating or replacing park facilities and provided cost estimates. The recommendations were based on the expected useful life of the asset.

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

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.

Within each program area, MC needs will vary somewhat with shifts in the average life, inventory fluctuations, and advancements in maintenance techniques. Across all programs, when MC funding falls behind for several years, several years of higher sustained funding are required to catch up on backlogs of deferred work, then needs level off. As the County moves from deferred to preventive and proactive maintenance, life-cycle savings are anticipated, however, that does require funding at a level that will clear the current backlog. The FY 2011-2016 CIP recommends varying levels of annual appropriations which includes \$21 million in FY 11, \$20 million in FY 12, \$22 million for FY 2012-2015, and \$30 million in FY 16 that will allow the programs to meet sustainment needs of a growing inventory while still working to eventually eliminate the current backlog of improvements and replace outdated systems.

Historically, MC projects have been largely funded with PAYG funds and in some cases, master lease funding, particularly in the technology area. PAYG funding has come from a combination of base funding as well as significant one-time funding.

With operating budgets growing tighter, it becomes more difficult to meet growing MC needs through PAYG; the adopted CIP includes bond funding for a portion of MC needs, particularly in the areas of paving and parks and facilities projects. Projects have only been funded with bonds when they meet the County's current bond capitalization criteria – that the project's useful life does not exceed the life or term of the bonds. (County bonds typically have an average life of 11-12 years with a final maturity of 20 years.) Depending on the paving technique used, the useful life of a road can be extended anywhere from 10-20 years. Similarly, certain parks and facility investments (new playground equipment, new roofs) can extend useful life by 15 -20 years. Where appropriate, the County will make adjustments to its bond amortization structure to meet the profile of specific projects.

By using an amortization period consistent with the useful life of the maintenance capital asset, the asset can be more affordable on a year to year basis, and the cost of the asset can be distributed more equitably across current and future beneficiaries of the asset. By using bonds rather than solely PAYG, the "freed up" PAYG can be used to fund other capital projects.

MAINTENANCE CAPITAL

Program Description

The purpose of Arlington’s Maintenance Capital Program (MC) is to ensure that existing capital assets throughout the County are maintained in reliable, serviceable condition and periodically updated and renewed as necessary. Through the Capital Improvement Program, the County has invested a significant amount of financial resources in building its infrastructure. The MC program serves to prolong the useful life of these investments.

Master Plan Impact

The MC Program primarily utilizes condition and utilization assessments to prioritize projects. However, the Facility Master Plan forms a critical part of the funding and priority decision process. For example, the County would not choose to put a 20-year roof on a facility planned for deconstruction in 3-5 years.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Public Facilities Maintenance Capital	2,803	5,000	5,000	5,150	5,281	13,256	36,490
2 Transportation Infrastructure Maintenance Capital	7,131	6,950	6,950	6,950	6,950	6,950	41,881
3 Parks Maintenance Capital	2,136	2,330	3,330	3,330	3,330	3,331	17,787
4 Enterprise IT Maintenance Capital	3,807	1,683	1,003	2,628	7,047	3,434	19,602
5 Public Safety IT Maintenance Capital	6,670	4,041	6,066	4,438	-	3,000	24,215
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Program Cost	22,547	20,004	22,349	22,496	22,608	29,971	139,975

Cost Estimate Footnote:

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other funding	6,670	1,550	-	-	-	-	8,220
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	3,707	4,174	7,069	7,066	7,047	6,434	35,497
Special Tax District	-	-	-	-	-	-	-
PAYG	5,633	6,842	5,680	5,680	4,805	4,807	33,807
Bond Issue	13,975	19,350	19,350	29,486	29,486	29,486	62,811
Total Funding Sources	29,985	12,566	32,099	12,746	41,338	11,241	139,975

BOND FINANCING IMPACT (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	978	1,244	2,741	3,072	5,298

Public Facilities and Local Parks and Recreation Implementation

Over the last several years, Arlington has invested in several **condition assessments** of public facilities and parks to assist in prioritizing maintenance capital work and to quantify the identified needs by year and potential backlog. This CIP reflects a funding level for maintenance capital that begins to address the backlog. The tables below summarize the identified needs as estimated in the condition assessments, over a six year period; it also illustrates how the adopted CIP begins to address them.

Facilities						
FY	PAYG	Bonds	PAYG/Bonds Total	Assess Results	Cumulative Funding vs. Identified Need	Cumulative Percent of Identified Need
Deferred and FY 11	1,466,000	1,338,000	2,804,000	15,388,000	(12,584,000)	18%
12	3,662,000	1,338,000	5,000,000	8,333,000	(15,917,000)	33%
13	3,000,000	2,000,000	5,000,000	2,142,000	(13,059,000)	50%
14	3,000,000	2,150,000	5,150,000	5,126,000	(13,035,000)	58%
15	2,563,000	5,156,000	7,719,000	11,093,000	(16,409,000)	61%
16	2,563,000	8,255,000	10,818,000	14,866,000	(20,457,000)	64%
Total	16,254,000	20,237,000	36,491,000	56,948,000		64%

PRCR						
FY	PAYG	Bonds	PAYG/Bonds Total	Assess Results	Cumulative Funding vs. Identified Need	Cumulative Percent of Identified Need
Deferred and FY 11	1,636,000	2,175,000	3,811,000	35,000,000	(31,189,000)	11%
12	3,100,000	500,000	3,600,000	7,000,000	(34,589,000)	18%
13	2,600,000	2,000,000	4,600,000	6,500,000	(36,489,000)	25%
14	2,600,000	2,000,000	4,600,000	7,400,000	(39,289,000)	30%
15	2,162,000	2,437,000	4,599,000	8,100,000	(42,790,000)	33%
16	2,164,000	2,438,000	4,602,000	6,100,000	(44,288,000)	37%
Total	14,262,000	11,550,000	25,812,000	70,100,000		37%

Because they are fundamentally budget planning tools, it is important to acknowledge several underlying assumptions behind the condition assessments for both facilities and parks. An implied and underlying assumption is that the current inventory of facilities and parks will remain in service as currently programmed. Thus, no preference or adjustment is given based on intensity of usage--mechanical systems are scheduled based on expected equipment life, because this is largely independent of the intensity of use, assuming the facility is basically open for business. Similarly, playgrounds are scheduled for replacement on a cycle independent of their usage, and more tied to typical age. In implementation, different areas may not actually wear at the same rate depending on usage patterns, but for budgetary purposes the averages still have relevance. In developing near-term project prioritization lists, staff takes usage, programming changes and other relevant factors into account. Similarly, as part of the capital maintenance implementation planning effort included in the County Board's CIP guidance, staff will utilize both the condition

assessments and these other factors in developing multi-year project prioritization plans. In the absence of a facility master plan and targeted demolition and replacement dates, facilities are assumed to require ongoing and systematic periodic reinvestment, without respect to pending demolition. To the extent that usage patterns, needs, and programs change, the assessments will need to be updated in the future to maintain their validity in budget planning.

A final assumption is that staffing levels for program implementation will match the capital funding level, that in the short term at the modest funding increases approved, staffing levels are generally adequate. Staffing demands vary by the ever-evolving set of projects. Staff tracks implementation of dynamic groups of projects; as staff shortfalls are forecasted and identified adjustments are made considering options such as over strengths, temporary assignments, FTEs, and contractor support.

An important goal is the timely implementation of the capital plan. As groups of projects in various programs advance through the stages of planning, design, and construction, County staff tracks both schedule and budget. Larger capital projects such as Fire Station 3 or Long Bridge Park maintain their own web sites and communications plans to keep the community informed of project schedule and progress.

FACILITIES

The government facilities condition assessments were conducted in 2004 and in 2009. The assessments help catalogue the main components of each facility and where they are relative to their expected service life. Components include life-safety systems, electrical/mechanical systems, interior and exterior finishes, roof and window replacements, and site components such as parking lot paving. Staff can then use the component information to help plan, program, and budget for the timely replacement or renewal of those components. Because various components reach the end of their useful lives on different timeframes, staff uses the information as a starting point for a properly scoped project, and seeks to minimize downtime for the service and programs provided in the space. Thus the raw data in a condition assessment might indicate carpet due for replacement in 2015, painting due in 2016, ceiling tile due in 2018, and variable air volume units due in 2017. Because all the work has the potential to be disruptive, and economies exist doing several things at the same time, staff programs a project at the right time. Rather than perform each component replacement at it's optimal service life, staff would apply judgment and logically program a project including all these major components for 2017, leaving some items late to need and one a year early. This project programming challenge is further complicated by the nature of some buildings that have historically gone under partial renovation or had additions along the way. Because the County's facility is a mix of new, young, middle-aged and old facilities, the demand for maintenance capital will have peaks and valleys from year to year. Again, staff seeks via timing of projects to level out these variations, balancing the needs with budget and staff capacity, to deliver an optimal program.

PARKS

The Parks Infrastructure Asset Management Study of all parks outdoor facilities was completed in 2009. The study provides a planning tool that will largely drive future maintenance capital budgetary and community development policy decisions. The study includes a database with an inventory of the existing physical assets, an assessment of the condition of the assets, and a financial analysis of those results. The database will be used to prioritize maintenance capital needs and help determine the appropriate funding level for Parks Maintenance Capital for outdoor facilities requiring scheduled replacement or major renovation within the next twenty years.

Within each program area, MC needs will vary somewhat with shifts in the average life, inventory fluctuations, and advancements in maintenance techniques. Average life of equipment or system is just that--an average. So some mechanical systems with an average life of 15 years may fail at 12 years, or remain reliable through 20 years. Therefore the specific project set changes every year. Across all programs, when MC funding falls behind for several years, several years of higher sustained funding are required to catch up on backlogs of deferred work; once the backlog is addressed, more predictable levels of funding are necessary.

Facilities Utilization Study and Master Planning

The facility utilization study was completed in 2009; the results broadly outline where facilities are presently underutilized, or poorly suited for current program needs, or deficient in meeting space needs. The logical next step after the baseline utilization study is master planning to serve as a guidance document for future CIPs. Staff envisions a

multi-year phased approach that would focus on various categories under which facilities are grouped; i.e. emergency response, core service support areas, and neighborhood branch services. The more immediate short-term focus would be on aging County facilities and short-and intermediate-term space deficiencies. The frame work, schedule, and public process have yet to be determined as they are to be mapped out in consultation with the CM and the Board in late 2010.

PUBLIC FACILITIES MAINTENANCE CAPITAL

Project Description

Over the life-cycle of facilities the roofs, mechanical, electrical, and other systems require replacement and renewal to maintain service levels, and to meet current code 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.

Associated Master Plan:

2009 Facilities Management Bureau Condition Assessment; Facilities Master Plan

Neighborhood:

Various

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

Facilities Maintenance (FM) Capital provides for recurring, systematic re-investment in existing facilities to insure efficient, safe, quality operating environments for occupants and users.

The County maintains:

- Over 1.9 million square feet of floor space
- 75 facilities

Staff recommends a minimum \$2.50/square foot per year as the level of investment for replacing roofs, lighting, carpeting, boilers, HVAC, and other building systems. This amount is a reasonable standard level of investment across the building management industry.

Project Justification

The FM Bureau's replacement and renewal strategy is based on addressing predicted system failures and on timing projects for replacement or renewal at the most economically favorable times. The FY2009 update of the Facility Condition Assessments reassessed 67 buildings to prioritize projects based on current urgency, safety issues, imminent failure or potential collateral damage. The assessments help identify economic failure points for equipment which supports the FM Bureau request for capital funds in the out-years.

The assessments identified \$2 -\$16 million of costs each year, based on an asset's average useful life; however, the funding amounts in the CIP reflect available staffing capacity. To ensure more effective use of Facilities Maintenance Capital, system replacements are further programmed into projects and replacements are timed together when it is economical to do so and when it minimizes operational disruptions. Building system investments are also weighed against the timing of broader facility renovations, replacements, consolidations, or change of use to the extent reflected in the Facilities Master Plan.

The large investment in FY 2016 reflects planned replacement of large mechanical systems at the Justice Center. The replacement and renovation of these equipments include parts of the HVAC systems and components of the elevator and escalator systems.

1 Public Facilities Maintenance Capital

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	150	650	-	800
Land Acquisition	-	-	-	-	-	-	-
Construction	2,803	5,000	5,000	5,000	4,631	13,256	35,690
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	2,803	5,000	5,000	5,150	5,281	13,256	36,490

Notes on Cost Estimates

The funding levels are based on the updated 2009 Condition Assessment and capacity to complete work.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	1,466	3,662	3,000	3,000	2,563	2,563	16,254
Bond Issue	2,675	-	4,150	-	13,411	-	20,236
Total County Contribution	4,141	3,662	7,150	3,000	15,974	2,563	36,490

FY 11 PAYG reflects \$500k allocated by the Board for additional roof replacement at the detention center.

Notes on Funding Schedule

A major change in this CIP is the funding of some maintenance capital with bond funds. In the past maintenance capital was funded entirely with PAYG. Bond funding is programmed throughout the 6-year program to be combined with PAYG to address growing maintenance capital needs where projects meet useful life and project size criteria. PAYG reflects \$500K allocated by the Board during CIP adoption.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
Less Fees	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

No additional operating costs are anticipated as a result of Maintenance Capital. Some savings may accrue as more energy efficient equipment is used to replace worn out equipment.

TRANSPORTATION INFRASTRUCTURE MAINTENANCE CAPITAL

Project Description

The program repaves streets, maintains pedestrian and vehicular bridges, maintains streetlights, signals and signal infrastructure, and replaces bus shelters.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

Project Strategic Goal

The goal of this program is to maintain the transportation infrastructure including pavement, pedestrian and vehicular bridges and culverts, signage and signal infrastructure, and bus shelters. The program maintains:

- over 960 lane miles of streets and 37 miles of paved trails
- over 50 vehicular and pedestrian bridges and culverts
- 280 Signalized intersections and 215 bus shelters

Project Justification

Paving – The adopted funding level reflects the County’s goal of 15 year paving cycle, a nominal rate of 64 lane miles per year. The funding level reflects a return to past practice of funding a significant portion of the paving program through long-term bonds. Most of our repaving processes extend the useful life of a street for 10 years and beyond, meeting bond funding criteria. In recent years, increased asphalt costs and short-term reductions in PAYG funding levels have resulted in reduced repaving levels. Paved trails form an important leg in the transportation network, and support a growing number of bicycles and pedestrian movements. They are intertwined with local and regional parks and also noted in the Parks Maintenance Capital section.

Bridges - This program is responsible for the maintenance of more than 50 vehicular and pedestrian bridges in Arlington County. Twenty-four of the bridges are included in the Federal Highway Administration National Bridge Inventory (NBI), which are required to be inspected and reported at least bi-annually. This ongoing program provides funding for annual inspections, routine and emergency maintenance, and minor bridge rehabilitation projects

Traffic Signals, Street Signs, and Streetlights – The majority of the County’s 280 signals are about 20 years old, requiring frequent maintenance and upgrades to keep them at desired levels of service. Signals and signage require 100% safety and reliability to ensure safe traffic and pedestrian movements. The traffic signal program replaces the older signals, signal cabinets, and upgrades to LED signal heads. The street sign replacement includes replacing older weathered street signs and changing existing incandescent traffic signal signs to LEDs. Our 11,680 streetlights also require ongoing maintenance; a separate project to replace streetlights with LED is included in the Transportation Initiatives section under Complete Streets.

Bus Shelters - Bus stops and shelters require continual repairs and upgrades to keep them safe, accessible, and attractive, which is an important factor in encouraging greater transit use. Some shelters in the County have been in place for over 30 years, compared to a 20-year useful life. The ongoing capital maintenance program also provides for new bus stop shelters to existing stops when vandalism or other damage requires immediate replacement. The average cost of a shelter replacement is \$7,000. The goal of the bus stop shelter program is to replace 10 of the 215 bus shelters each year.

2 Transportation Infrastructure Maintenance Capital

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Paving	6,631	6,300	6,300	6,300	6,300	6,300	38,131
Bridge Maintenance	350	500	500	500	500	500	2,850
Traffic Signals	60	60	60	60	60	60	360
Regulatory/Parking/Destination Parking	30	30	30	30	30	30	180
Bus Shelters/Stops	60	60	60	60	60	60	360
Total Project Cost	7,131	6,950	6,950	6,950	6,950	6,950	41,881

Notes on Cost Estimates

The funding levels for the paving program are based on reaching a 15 year repaving cycle. Other transportation maintenance capital projects are based on their respective useful life cycles.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	2,431	1,350	1,350	1,350	1,350	1,350	9,181
Bond Issue	10,300	-	11,200	-	11,200	-	32,700
Total County Contribution	12,731	1,350	12,550	1,350	12,550	1,350	41,881

Notes on Funding Schedule

A major change in this CIP is the funding of maintenance capital with bond funds. In the past maintenance capital was funded entirely with PAYG. Bond funding is programmed throughout the 6-year program to be combined with PAYG to address growing maintenance capital needs where projects meet useful life and project size criteria.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
Less Fees	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

No additional operating costs are anticipated as a result of Maintenance Capital.

Project Description

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 or outdoor amphitheatres. The program also addresses accessibility, safety and storm water improvements that are complementary to renovating or replacing assets. The Parks Maintenance Capital program also funds the costs to re-sod the baseball fields. However, the Synthetic Turf Program (referenced in the Parks and Recreation Summary under General Government) covers both the conversion and replacement of synthetic turf on the affected playing fields.

Associated Master Plan:

Public Spaces Master Plan;
Parks Infrastructure Asset Mgmt. Study

Neighborhood:

Various

Advisory Commission:

Park and Recreation Comm.; Sports Comm.; Public Arts Comm.

COUNTY-WIDE

Project Strategic Goal

Parks Maintenance Capital provides for recurring, systematic re-investment in existing facilities to insure efficient, safe, high quality park and recreation facilities. The County inventory of facilities includes:

- 64 Playgrounds
- 90 Grass and 6 Synthetic Turf Rectangular Athletic Fields (29 lighted)
- 56 Diamond Athletic Fields (19 lighted)
- 24 Comfort Stations
- 93 Tennis Courts and 59 Basketball Courts
- 8 Community Canine Areas
- 21 Park Shelters
- Site Furnishings including 545 Picnic Tables, 539 Benches, 106 Grills, 45 Kiosks, and 57 Drinking Fountains
- Parking Lots and Access Roads (approx. 1 million SF)
- Specialty Facilities (Amphitheatres, Skate Park, Water Features)
- Paved and Unpaved Trails; Bridges; Park Signs; and Fences

Project Justification

The Parks Infrastructure Asset Management Study was substantially completed in 2009. The assessment identified a substantial backlog of maintenance needs in the amount of \$35 million and projected a sustained need for investment over time. The purpose of the assessment was to compile a digital inventory of park assets, develop a management database, establish lifecycle replacement standards and establish projected estimated costs across a twenty year timeframe. The assessment will be used as a planning tool to make budgetary, planning, development and maintenance policy decisions.

An assessment of the County’s 37 miles of multi-purpose trails will be prepared in FY11. The trails provide an off-road bicycle and pedestrian network, link to the on-street bicycle network, and form an important part of the transportation system. The network traverses County-owned and NVRPA parks, VDOT right of way, and other properties.

In the FY 2011 – 2016 adopted CIP, maintenance capital is funded from a combination of Pay-As-You-Go, as well as Bond financing. Bond funded items include parks equipment with 20 year useful life. In contrast, equipment with a shorter useful life continues to be funded from PAYG.

3 Parks Maintenance Capital

CAPITAL COST SCHEDULE (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	214	875	875	875	563	563	3,965
Land Acquisition	-	-	-	-	-	-	-
Construction	1,922	1,455	2,455	2,455	2,767	2,768	13,822
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	2,136	2,330	3,330	3,330	3,330	3,331	17,787

Notes on Cost Estimates

The funding levels for the program are based on the 2009 Park Infrastructure Asset Management Plan and capacity to complete work.

FUNDING SCHEDULE (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	1,636	1,830	1,330	1,330	892	894	7,912
Bond Issue	1,000	-	4,000	-	4,875	-	9,875
Total County Contribution	2,636	1,830	5,330	1,330	5,767	894	17,787

Notes on Funding Schedule

A major change in this CIP is the funding of maintenance capital with bond funds. In the past maintenance capital was funded entirely with PAYG. Bond funding is programmed throughout the 6-year program to be combined with PAYG to address growing maintenance capital needs where projects meet useful life and project size criteria.

The PAYG amount includes and additional \$130k in each year of the 6-year program for upkeep of athletic fields, and an additional \$835k in FY 11 for the replacement of the Gunston Synthetic Field; both added by the Board during adoption.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
Less Fees	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

No additional operating costs are anticipated as a result of Maintenance Capital.

ENTERPRISE IT MAINTENANCE CAPITAL

Project Description

FY 2011 funds will be divided among five projects:

- 1) network security enhancements to harden the County's data infrastructure against possible security attacks and breaches,
- 2) replacement of the County's real estate assessment and collection system,
- 3) ongoing replacement of aging PC's, both employee and public facing,
- 4) ongoing replacement of aging and unsupported data and application servers and,
- 5) initial funding of evaluation and replacement of outdated County website content management system (CMS).

Associated Master Plan:

eGovernment Master Plan III

Neighborhood:

N/A

Advisory Commission:

IT Advisory Committee

COUNTY- WIDE

Project Strategic Goal

The Information Technology (IT) Maintenance Capital program maintains the County IT 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.

Project Justification

The IT systems, software and hardware, serve the departments and typically reach the end of their useful life in four to six 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.

Enterprise IT Maintenance Capital (\$ in millions)							
	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Total FY11-16
PC Refreshment	\$2.11	\$0.88	\$0.27	\$2.28	\$2.11	\$0.88	\$8.53
Network Security Enhancement	0.25	0.25	0.25				0.75
Server Refreshment	0.35	0.55	0.48	0.35	0.55	0.55	2.83
Website Management System	0.10						0.10
Real Estate CAMA	1.00						1.00
NOC Sustainability					0.33	0.40	0.73
Network Sustainability					4.06	1.60	5.66
Total	\$3.81	\$1.68	\$1.00	\$2.63	\$7.05	\$3.43	\$19.60

4 IT Maintenance Capital

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E							
Land Acquisition							
Construction							
Relocation and Temp Facilities							
Equipment and Furnishings	3,807	1,683	1,003	2,628	7,047	3,434	19,602
Total Project Cost	3,807	1,683	1,003	2,628	7,047	3,434	19,602

Notes on Cost Estimates

The funding levels for the program are based on known issues requiring additional funding within the next six years.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	3,707	1,683	1,003	2,628	7,047	3,434	19,502
PAYG	100	-	-	-	-	-	100
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	3,807	1,683	1,003	2,628	7,047	3,434	19,602

Notes on Funding Schedule

Master Lease funds are programmed throughout the 6-year program to be combined in the budget year to address IT maintenance capital needs in the County.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	513	1,116	1,291	1,034	2,335	2,912
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

No additional operating costs are anticipated as a result of Maintenance Capital.

PUBLIC SAFETY IT MAINTENANCE CAPITAL

Project Description

FY 2011 funds will be divided among four replacement projects:

- 1) portable radios (hand-held devices)
- 2) mobile radios (vehicle-installed radios) which allow for two-way communication with the Emergency Communications Center and all public safety agencies within the National Capital Region
- 3) NICE recorders which are used to record all communications routed through the Emergency Communications Center and, when necessary, the Alternate Emergency Communications Center
- 4) 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.

Associated Master Plan:

eGovernment Master Plan III

Neighborhood:

N/A

Advisory Commission:

IT Advisory Committee

COUNTY- WIDE

Project Strategic Goal

The Public Safety IT Maintenance Capital Program maintains IT assets for the Office of Emergency Management, Fire Department, Police Department and Sheriff's Department. The goal of the program is to keep existing systems refreshed or replaced on a reasonably expected system life-cycle so that the systems remain useful, operable and responsive to public safety needs.

Project Justification

The IT systems and applications used by the County's Public Safety agencies typically reach the end of their useful life-span between three and fifteen years, at which point the systems become increasingly costly to maintain and more likely to experience failures. Priorities for determining which systems and applications to replace first are driven by age, criticality of the system to operations, system failure rates, and the availability of on-going support from the vendor.

A large portion of the near-term Public Safety IT MC program is funded with remaining proceeds from IDA lease revenue bonds issued in 2005 to fund the new Emergency Communications Center (ECC), and other projects. (Approximately \$15 million of bond proceeds are outstanding, including \$6 million of interest earnings). Some of these funds will be used to complete items originally envisioned in the ECC scope, including fiber installation and computer-aided dispatch improvements. Remaining savings and substantial interest earnings need to be spent in the next few years. Per the terms of the trust indenture, these funds can be used for public safety technology projects, including those listed below and under the "Fiber Optic Communications Network" project later in this section.

Public Safety IT Maintenance Capital (\$ in millions)							
	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Total FY11-16
Portable Radios	\$3.50	\$1.20					\$4.70
Mobile Radios	2.02			0.96			2.98
911 Phone Equipment & System			2.00	0.40		0.60	3.00
OEM Recorders	0.30						0.30
Public Safety Network		0.35					0.35
Computer Dispatch Equipment	0.85		0.30	1.25			2.40
Records Management System		0.25	3.00				3.25
Mobile Data Computers		2.14	0.51			2.15	4.80
Video System				1.23			1.23
Courthouse Magnometer & XRAY				0.40			0.40
Other		0.10	0.25	0.20		0.26	0.81
Total	\$6.67	\$4.04	\$6.06	\$4.44	-	\$3.00	\$24.21

5 Public Safety IT Maintenance Capital

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	6,670	4,041	6,066	4,438	-	3,000	24,215
Total Project Cost	6,670	4,041	6,066	4,438	-	3,000	24,215

Notes on Cost Estimates

The funding levels for the program are based on known issues requiring additional funding within the next six years.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Existing Bonds	6,670	1,550	-	-	-	-	8,220
Total Outside Revenue	6,670	1,550	-	-	-	-	8,220
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	2,491	6,066	4,438	-	3,000	15,995
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	6,670	2,491	6,066	4,438	-	3,000	24,215

Notes on Funding Schedule

Appropriate near-term projects will be financed using existing ECC Bond funds. The remaining projects will be financed under the Master Lease.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	427	945	1,843	2,224	2,480
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	427	945	1,843	2,224	2,480
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	427	945	1,843	2,224	2,480

Notes on Operating Costs

No additional operating costs are anticipated as a result of Maintenance Capital.

REGIONAL PARTNERSHIPS AND OTHER PROJECTS

Program Description

Arlington annually contributes capital funding to several regional organizations, which provide beneficial services to Arlington residents and visitors. Other projects such as equipment for the fire department and solid waste division are funded through the master lease financing.

Master Plan Impact

N/A

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Northern Virginia Community College	207	211	215	218	221	224	1,296
2 Northern Virginia Regional Park Authority	526	550	562	573	584	596	3,391
3 Peumansend Creek Regional Jail Authority	163	155	146	138	132	125	859
4 Northern Virginia Criminal Justice Academy	256	257	257	257	257	256	1,540
5 Sequoia Building Improvements	2,053	-	-	-	-	-	2,053
6 Fire Defibrillators	1,286	-	-	-	-	-	1,286
7 Solid Waste Tub Grinder	710	-	-	-	-	-	710
8 Capital Administration and Contingency	130	2,000	2,000	2,000	2,000	2,000	10,130
Total Recommendation	5,331	3,173	3,180	3,186	3,194	3,201	21,265

PROGRAM FUNDING SOURCES (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	1,996	-	-	-	-	-	1,996
PAYG	3,335	3,173	3,180	3,186	3,194	3,201	19,269
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	5,331	3,173	3,180	3,186	3,194	3,201	21,265

NORTHERN VIRGINIA COMMUNITY COLLEGE

Project Description

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.

Associated Master Plan:

N/A

Neighborhood:

N/A

Advisory Commission:

N/A

REGIONAL

Project Strategic Goal

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.

Project Justification

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.

Associated Costs and Funding Sources

Arlington is one of nine jurisdictions that share costs associated with NVCC's capital program based on the original Fair Share Allocation. The CIP reflects an allocation of \$1.00 for each person living in each particular jurisdiction, which is less than the \$1.25 requested by NVCC. 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.

Note: 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.

NORTHERN VIRGINIA REGIONAL PARK AUTHORITY

Project Description

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.

Associated Master Plan:

Open Spaces

Neighborhood:

Various

Advisory Commission:

N/A

REGIONAL

Project Strategic Goal

To improve the quality of the parks, encourage greater usage and continue to serve the needs of the public.

Project Justification

This augments and complements the open space, cultural and recreational programs of Arlington County and five other member jurisdictions.

Associated Costs and Funding Sources

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.

PEUMANSEND CREEK REGIONAL JAIL AUTHORITY

Project Description

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.

Associated Master Plan:
N/A

Neighborhood:
N/A

Advisory Commission:
N/A

REGIONAL

Project Strategic Goal

The Peumansend Creek Regional Jail (PCRJ) provides detention services and related operations deemed necessary for the protection of society and the health and custody of the inmates.

Project Justification

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.

Associated Costs and Funding Sources

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.

NORTHERN VIRGINIA CRIMINAL JUSTICE TRAINING ACADEMY

Project Description

In 2006, the principal members agreed to fund the construction of the Emergency Vehicle Operations Center (EVOG). The bond financing contributions towards the NVCJTA partnership continues through 2026.

Associated Master Plan:

N/A

Neighborhood:

N/A

Advisory Commission:

N/A

REGIONAL

Project Strategic Goal

The Northern Virginia Criminal Justice Training Academy is dedicated to advancing competence and professionalism in law enforcement.

Project Justification

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.

Associated Costs and Funding Sources

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.

OTHER PROJECTS

NEW DHS (SEQUOIA) BUILDING IMPROVEMENTS

The County Board approved the relocation of the Department of Human Services (DHS) headquarters from 3033 Wilson Boulevard to 2100 Washington Boulevard (Sequoia). As a result of negotiations, the new location offers lower monthly lease costs than the budgeted lease costs at the current DHS headquarters. In addition, the landlord at Sequoia will provide partial rent abatement for the first twelve months beginning in September 2010. The lower rental payments and the rent abatement equates to 10 months of rent savings in FY 2011 of \$2,053,039. This is a one-time savings in lease payments and will be used to fund building improvement costs not already covered by the Tenant Improvement allowance provided by the Landlord under the lease agreement.

FIRE DEFIBRILLATORS

The patient defibrillators, carried on all Fire Department response vehicles, have reached the end of their useful life expectancy. The current defibrillators assigned to the frontline units are becoming harder to obtain due to the outdated technology which is now 12 years old. Replacing these units with newer models will allow the Fire Department to treat many medical emergencies using the most current technologies available. An example is the ability to monitor critical blood gasses that are currently not available with the older model. In addition, the newer units will experience less down time, a critical factor that could mean life or death.

The apparatus cannot be replaced in segments because it is critical for all medical providers to use the same devices. The FY 2011 budget reflects the net cost after trade-ins and will pay for 32 defibrillators and related accessories.

- Fiscal Impact - The financing costs or principal and interest payments associated from the master lease financing are included in the base operating Non-Departmental budget.

SOLID WASTE TUB GRINDER

The lease purchase of a new tub grinder will allow the County to continue to process wood, leaves and spring yard waste collected throughout the County into mulch products. The current tub grinder has over 12,000 hours of operation compared to the normal life expectancy of 6,500-9,500 hours. On an annual basis the County grinds approximately 45,000 cubic yards of leaves and another 14,000 cubic yards of brush into wood and leaf mulch. These commodities are made available to the Department of Parks, Recreation and Cultural Resources and County schools for various projects, and delivered or made available to County residents. The new tub grinder will increase production by approximately 25%, reduce emissions because of more stringent Tier II diesel engine technology, and reduce annual maintenance costs. Maintenance costs over the last three years have been significantly higher than the first seven years of operation when average maintenance was just over \$11,000 annually.

- Fiscal Impact - The financing costs or principal and interest payments associated from the master lease financing are included in the base operating budget of the Department of Environmental Services (DES) – Solid Waste program.

CAPITAL ADMINISTRATION AND CONTINGENCY

As part of the FY 2010 adopted budget, the Board added funding for an additional position to augment the existing capital management team. The position currently resides in the County Manager's office with the cost charged to Pay-As-You-Go Capital funds. The FY 2011 PAYG budget continues that funding stream.

Local Parks and Recreation Programs

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

The parks and recreation projects focus on completing or furthering parks that have Board-adopted park master plans or significant community planning efforts. The FY2011 projects would complete the final phase of 13th & Herndon Park and the major renovation of Rocky Run Park, while FY2013 and FY2015 projects would complete the final phase of Tyrol Hills Park and the implementation and design of the next two phases of the County's newest flagship park, Long Bridge Park. The CIP also includes funding for three ongoing programs, the Synthetic Turf Program, the Public Art Program and the Park Enhancement Grant Program. The three programs are summarized on this page.

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 2010, the County will have seven synthetic turf fields. Over the next three years, four additional fields will be added/converted, three at Long Bridge (through previously approved bonds) and one at Rocky Run Park, as proposed in the 2010 referenda. The funding in the FY 2011 – FY 2016 CIP for this program is focused on replacing the turf on the existing fields as they reach the end of their useful life. 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. Synthetic grass is a polyethylene fiber surface that provides for year-round use. It is durable yet has a similar feel, foot movement, ball response, and appearance to natural grass. It is resistant to sunlight, rot, mold, and mildew. Due to the additional playability of synthetic grass fields, the goal is to light the fields so that they are available for evening play.

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 transportation projects.

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.

LOCAL PARKS AND RECREATION

Program Description

The Parks and Open Space Development Program provides for the construction of new park facilities and major upgrades or renovations of existing park facilities that are beyond the purview of the Maintenance Capital program. Development and renovation efforts are targeted for heavily used locations and newly acquired park land.

Master Plan Impact

The 2005 Public Spaces Master Plan is an element of the County's Comprehensive Plan.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Synthetic Turf Program	-	1,400	1,400	1,400	1,400	1,400	7,000
2 Public Art Program	-	150	150	150	150	150	750
3 Park Enhancement Grant Program	-	100	100	100	100	100	500
4 Land Acquisition and Open Space	2,000		3,000		5,000		10,000
5 Herndon and 13th Street Park	1,300	-	-	-	-	-	1,300
6 Parks Master Plan (Rocky Run Park)	1,675	-	-	-	-	-	1,675
7 Tyrol Hills Park	-	-	175	-	1,400	-	1,575
8 Long Bridge Park	-	-	51,827	-	2,575	-	54,402
9 Old Jefferson Davis Highway	-	-	2,000	-	6,000	-	8,000
Total Recommendation	4,975	1,650	58,652	1,650	16,625	1,650	85,202

Cost Estimate Footnote: \$835 one-time funding was allocated in FY11 at CIP adoption for the replacement of the Gunston synthetic field.

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	20,000	-	-	-	20,000
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	1,650	1,650	1,650	1,650	1,650	8,250
Bond Issue	4,975		37,022		14,975		56,952
Total Funding Sources	4,975	1,650	58,652	1,650	16,625	1,650	85,202

BOND FINANCING IMPACT (IN \$1,000S)

	FY11	FY12	FY13	FY14	FY15	FY16
Bond Financing Cost (P& I)	-	348	443	3,085	3,776	5,189

PARKS LAND ACQUISITION & OPEN SPACE

Project Description

This program funds purchase land adjacent to existing parks, new park locations, and unique parcels for open space as they become available. Land acquisition funds may also be used for the acquisition of conservation easements.

Associated Master Plan:

Public Spaces Master Plan

Neighborhood:

All

Advisory Commission:

Park and Recreation Commission;
Planning Commission; Transportation
Commission

COUNTY-WIDE

Project Strategic Goal

The purpose of the program is to have reserves on hand that allow the County to strategically acquire real property.

Project Justification

One of the top five priorities identified in the Public Spaces Master Plan is the development of a land acquisition policy. The policy will be a multifaceted approach to land acquisition that can respond to the impacts of growth and community needs and improve the ability of the County to acquire high priority properties. Potential acquisitions are based on the geographic location, environmental conditions, multiple community objectives and are considered based on the compatibility to a number of program goals. For parks, those program goals include, but are not limited to the following: support or expand recreational opportunities, protect or conserve existing open space, preserve unique land features, and/or provide additional green space in urban areas.

Previously, funds for parks and non-parks land acquisition were combined into one category.

In this CIP, parks land acquisition is a separate category under Local Parks and Recreation and funding for non-parks land acquisition is under Public Government Facilities.

4 Land and Facility Acquisition

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	2,000	-	3,000	-	5,000	-	10,000
Construction	-	-	-	-	-	-	-
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	2,000	-	3,000	-	5,000	-	10,000

Notes on Cost Estimates

Amounts shown reflect a minimal funding level; individual acquisitions will vary substantially.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	2,000	-	3,000	-	5,000	-	10,000
Total County Contribution	2,000	-	3,000	-	5,000	-	10,000

Notes on Funding Schedule

Bonds are typically sold as needed, as acquisition efforts are directed by the County Board.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Operating costs will vary by the type of acquisition, interim and long-term uses of the property.

HERNDON AND 13TH STREET PARK

CRITICAL MILESTONES

<i>Master Plan</i>	Dec-07
<i>Construction drawings</i>	Sep-11
<i>Notice to proceed</i>	Feb-12
<i>Punch list complete</i>	Sep-12
<i>Ribbon cutting</i>	Oct-12

Project Description

The project is for design and build-out of the final phase of the park master plan. Project elements include a plaza terrace with focal feature, an open lawn area, native demonstration gardens, pedestrian circulation and site furnishings.

Associated Master Plan:

Public Spaces Master Plan; Herndon and 13th Street Park Master Plan

Neighborhood:

Lyon Village, Clarendon-Courthouse

Advisory Commission:

Park and Recreation Commission

1299 N. HERNDON STREET

Project Strategic Goal

The project completes the implementation of the Park Master Plan, which was adopted by the County Board in December 2007. The project provides much needed recreation opportunities to the residents and businesses in this increasingly dense area of the County.

Project Justification

Herndon and 13th Street Park is an urban park located at the interface of the Lyon Village and Clarendon-Courthouse neighborhoods. It is home to the Clarendon Community Canine Area. The approved Park Master Plan provides this area with a safe, inclusive public space that folds responsibly into the County's urban ecology and innovatively serves both Arlington's canine population and the larger community while respecting the neighborhood fabric.

5 Herndon and 13th Street Park

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	100	-	-	-	-	-	100
Land Acquisition	-	-	-	-	-	-	-
Construction	1,200	-	-	-	-	-	1,200
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	1,300	-	-	-	-	-	1,300

Notes on Cost Estimates

A&E includes staff chargeback. The cost of the community canine area, fencing and basic site infrastructure has been previously funded through the PAYG parks capital maintenance.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	1,300	-	-	-	-	-	1,300
Total County Contribution	1,300	-	-	-	-	-	1,300

Notes on Funding Schedule

Bonds are proposed because the life of the project exceeds the term of the bond.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	60	60	60	60
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Net Operating Cost	-	-	60	60	60	60

Notes on Operating Costs

Operating costs are projected to include utilities, lighting, lawn and landscape maintenance, and some staff time.

ROCKY RUN PARK

CRITICAL MILESTONES

<i>NC scoping</i>	Apr-10
<i>Construction drawings</i>	Dec-11
<i>Notice to proceed</i>	Mar-12
<i>Punch list complete</i>	Mar-13
<i>Ribbon cutting</i>	Apr-14

Project Description

This project is for design and conversion of the stone dust community field to a synthetic field and replacement of the playground, picnic shelter, site circulation, site furnishings and ADA improvements. A funding request is proposed for the Neighborhood Conservation spring 2010 funding round to renovate the basketball courts, add new pathways and develop a contemplative feature. The parks facilities condition assessment shows that these facilities all need to be replaced within the same renovation/replacement period.

Associated Master Plan:

Public Spaces Master Plan; Park Infrastructure Asset Mgmt. Study

Neighborhood:

Clarendon-Courthouse

Advisory Commission:

Park and Recreation Commission;
Sports Commission

1109 N. BARTON STREET

Project Strategic Goal

The Park Master Plan projects are for complete renovation of a park due to the magnitude of multiple facilities within the Rocky Run Park needing replacement within the same time period, as well as opportunities to realign park features to meet current standards and needs.

Project Justification

The Park Infrastructure Asset Management Study shows that the playground, community field, basketball court lighting and ADA infrastructure are all reaching the end of their useful life and need replacing within the same period.

6 Rocky Run Park

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	150	-	-	-	-	-	150
Land Acquisition	-	-	-	-	-	-	-
Construction	1,525	-	-	-	-	-	1,525
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	1,675	-	-	-	-	-	1,675

Notes on Cost Estimates

Rough order of magnitude costs were developed using data from the Parks Infrastructure Asset Management Study and costs developed during the NC scoping process.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	1,675	-	-	-	-	-	1,675
Total County Contribution	1,675	-	-	-	-	-	1,675

Notes on Funding Schedule

Bonds are proposed because the life of the project exceeds the term of the bond.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

No additional costs are anticipated as a result of this parks maintenance capital project.

TYROL HILLS PARK

CRITICAL MILESTONES

<i>Master Plan</i>	Dec-03
<i>Construction drawings</i>	Dec-15
<i>Notice to proceed</i>	Mar-16
<i>Punch list complete</i>	Feb-17
<i>Ribbon Cutting</i>	Mar-17

Project Description

This project is for the design and build-out of the final phase of Tyrol Hills Park. Project elements include A&E, comfort station, drinking fountain, picnic shelter, paved plaza, site furnishings and landscaping.

Associated Master Plan:

Public Spaces Master Plan; Tyrol Hills Park Master Plan

Neighborhood:

Columbia Heights West, Forest Glen

Advisory Commission:

Park and Recreation Commission

5101 S. 7TH ROAD

Project Strategic Goal

The project completes the implementation of the Tyrol Hills Park Master Plan, adopted by the County Board in December 2003.

Project Justification

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, and plays and also hosts many programmed recreational activities, camps and community events.

The paved plaza and shelter will provide spaces for these programmed activities and a formal gathering area for the community. The permanent comfort station will replace the portable toilets currently housed on the site. Two other phases of the park were completed through the Neighborhood Conservation Program.

7 Tyrol Hills

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	175	-	-	-	175
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	1,400	-	1,400
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	175	-	1,400	-	1,575

Notes on Cost Estimates

A&E includes staff chargeback. Costs are in 2010 dollars.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	175	-	1,400	-	1,575
Total County Contribution	-	-	175	-	1,400	-	1,575

Notes on Funding Schedule

Bonds are proposed because the life of the project exceeds the term of the bond.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	50
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	50
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	50

Notes on Operating Costs

Operations costs are projected to include utilities, restroom cleaning, landscape maintenance and some staff time.

LONG BRIDGE PARK

CRITICAL MILESTONES

<i>Master Plan</i>	Feb-04
<i>Construction drawings</i>	Jan-13
<i>Notice to proceed</i>	Jun-13
<i>Punch list complete</i>	Jun-15
<i>Ribbon cutting</i>	Aug-15

Project Description

The project is for construction build-out of the Phase I building and final design of the Phase II outdoor. The Phase I building includes the full aquatics program and the initial phase of the health and fitness center.

Elements include a 50 meter pool, diving facilities, leisure and therapy pool, cardiovascular and free weight facilities, group exercise rooms, locker and support facilities, plaza entrance, surface parking, an outdoor public art component and site development. The design of the Phase II outdoor includes completing the transformation of the park, to include site work, parking structure, lighted synthetic turf field, storage building, landscaping, special paving, retaining walls, spray fountains, bridge and raised walkway.

Associated Master Plan:

Public Spaces Master Plan, North Tract Master Plan

Neighborhood:

Crystal City

Advisory Commission:

Park and Recreation Comm., Sports Comm., Arts Comm., Long Bridge Design Advisory Committee

475 OLD JEFFERSON DAVIS HIGHWAY

Project Strategic Goal

The new 30-acre Long Bridge Park is located at the north end of Crystal City between Old Jefferson Davis Highway and Roaches Run Waterfowl Sanctuary. The park master plan, which was adopted by the County Board in 2004, provides a blueprint for development of this former industrial site into a world-class park and recreation area. The plan for this new park was developed to serve the broadest spectrum of abilities and interests and to provide a comprehensive destination where users of all ages can participate in a variety of activities simultaneously.

Project Justification

The project advances the construction of Phase I of the aquatics and fitness center and the design of the final outdoor phase of the park. The County broke ground in March 2010 with the first phase of the park development, which includes three full size, lighted synthetic turf athletic fields, walking trails, esplanade, site furnishings, restrooms, parking, landscaping, storm water retention, environmental remediation, major utility work, and reconstruction of Old Jefferson Davis Highway. The initial phase of the aquatics, health and fitness center will include a 50-meter x 25-yard pool designed for recreational, fitness and competition aquatics and diving. A family leisure and therapy pool will complement the main pool. Its warm water lap lanes, therapy pool and zero-depth entry and free-form water play area will appeal to a wide range of users. In addition to aquatics, the first phase of the building will include an indoor fitness area for cardiovascular equipment and weight training.

Associated Costs and Funding Sources

The \$54.4 million in additional funding requested combines with \$14 million available from prior authorizations. It continues the commitment that was made to and approved by the voters in a \$50 million bond referendum in 2004. Funding for the first phase of the building construction and the design for the final outdoor phase is a combination of general obligation bonds and projected developer contributions likely through the sale of density from the park site. Construction of the final indoor and outdoor phases is beyond this planning horizon.

8 Long Bridge Park

CAPITAL COST SCHEDULE (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	2,575	-	2,575
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	51,827	-	-	-	51,827
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	51,827	-	2,575	-	54,402

Notes on Cost Estimates

The Phase I building project includes building and site construction, environmental remediation and public art. The Phase II outdoor design includes consultant and in-house project management. Costs are in 2010 dollars.

FUNDING SCHEDULE (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	20,000	-	-	-	20,000
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	31,827	-	2,575	-	34,402
Total County Contribution	-	-	51,827	-	2,575	-	54,402

Notes on Funding Schedule

Assumes \$14 million remaining from 2004 bond funds which will be used for building, site and environmental design, 3rd party construction management, in-house project management, infrastructure, IT and FFE. Assumes that density from the park site will be sold to a developer.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	41	41
New Operations Cost	-	-	-	-	400	400
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	400	400
Less Fees	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	400	400

Notes on Operating Costs

Net operating impact for Phase I building will be in the range of \$245k - \$560k, which includes 15 additional full time FTEs and 26 part time FTEs. The facility is anticipated to generate between \$2.5M and \$2.7M in annual revenue.

OLD JEFFERSON DAVIS HIGHWAY INTERCHANGE

CRITICAL MILESTONES

<i>Master Plan</i>	Feb-04
<i>Construction drawings</i>	Jan-13
<i>Notice to proceed</i>	Jun-15
<i>Punch list complete</i>	Jun-17
<i>Ribbon cutting</i>	Aug-17

Project Description

This project will continue the street improvements on Old Jefferson Davis Highway through the interchange with Boundary Channel Drive. Curb, gutter, sidewalk, street trees, streetlights, bike lanes, and on-street parking will be provided.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Crystal City

Advisory Commission:

Transportation Commission

475 OLD JEFFERSON DAVIS HIGHWAY

Project Strategic Goal

The existing Old Jefferson Davis Highway (OJDH)/Boundary Channel Drive interchange is not designed to adequately manage the increased traffic for Long Bridge Park. OJDH up to and through the interchange at Boundary Channel will be reconstructed to provide a safe and attractive environment for all modes of transportation, including bikes, pedestrians, transit, and vehicles. 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 timing of this project is linked to Long Bridge Park.

Project Justification

The existing roadway condition is not adequate to serve the aquatic center. This project will provide improved access to the park for bikes, pedestrians, buses, and vehicles.

Associated Costs and Funding Sources

Funding for this project is through the sale of general obligation bonds. The timing of this project is closely linked to the construction of the first phase of the building construction on the preceding pages.

9 Old Jefferson Davis Highway Interchange

CAPITAL COST SCHEDULE (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	2,000	-	-	-	2,000
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	6,000	-	6,000
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	2,000	-	6,000	-	8,000

Notes on Cost Estimates

The estimates for this project are based on initial cost estimates.

FUNDING SCHEDULE (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	2,000	-	6,000	-	8,000
Total County Contribution	-	-	2,000	-	6,000	-	8,000

Notes on Funding Schedule

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

COMMUNITY CONSERVATION

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.

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.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Neighborhood Conservation	4,850	5,000	5,000	5,000	5,000	5,000	29,850
2 Penrose Square	-	-	3,350	-	-	-	3,350
3 Nauck Town Square	-	-	-	-	250	2,400	2,650
4 Nauck Infrastructure Fund	-	-	-	-	1,500	-	1,500
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Recommendation	4,850	5,000	8,350	5,000	6,750	7,400	37,350

Cost Estimate Footnote:

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	350	500	500	500	500	500	2,850
Bond Issue	9,000	500	12,350	500	13,150	500	34,500
Total Funding Sources	9,350	500	12,850	500	13,650	500	37,350

BOND FINANCING IMPACT (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	630	801	1,758	1,969	2,992

NEIGHBORHOOD CONSERVATION

Project Description

The Neighborhood Conservation program funds Street Improvements, Residential Traffic Management, Park Enhancement, Street Lighting, Beautification, and landscaping projects.

Associated Master Plan:

Neighborhood Conservation Plans

Neighborhood:

County-wide

Advisory Commission:

Neighborhood Conservation Advisory Committee

COUNTY-WIDE

Project Strategic Goal

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.

Project Justification

Through the NC Program, residents commit to conserve and improve their neighborhood by 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 a NC plan prepared by the civic association with assistance provided by NC program staff. As a result of successful collaboration efforts between the NCAC and County staff, the NC program constructed 19 projects in calendar year 2009. Consistent with past practice, it is recommended that \$200,000 per bond cycle be reserved for the Missing Link Program, which constructs small sections of missing sidewalks. The proposed funding levels are consistent with the current staffing capacity to implement projects.

Associated Costs and Funding Sources

The Neighborhood Conservation (NC) program, at times, overlaps with other maintenance capital and infrastructure programs such as storm sewer/drainage improvements and street reconstruction. Acknowledging that the NC program helps to fund other related improvements, an additional \$1.6 million will be allocated to the NC program. This will be accomplished by allocating \$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 allocating \$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 Adopted CIP reflects \$9.0 million of funding per referenda. The \$1.6 million of program allocations over the FY 2011 – 2012 period brings the NC funding to \$10.6 million over the two years. In addition, there is approximately \$2.5 million of available NC bond balances from a combination of projects completed under budget and unspent project contingencies. This brings the NC funding to \$13.1 over the FY 2011 – 2012 period.

Working with NCAC leadership, staff will evaluate and recommend changes in scope and criteria for the NC program in light of the inter-relationships between various County infrastructure programs (paving, streetlights, parks, stormwater). This evaluation will be completed prior to publication of the next FY 2013 – 2018 CIP.

1 Neighborhood Conservation

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	1,475	1,625	500	500	500	500	5,100
Land Acquisition	-	-	-	-	-	-	-
Construction	3,375	3,375	4,500	4,500	4,500	4,500	24,750
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	4,850	5,000	5,000	5,000	5,000	5,000	29,850

Notes on Cost Estimates

Estimates reflect program funding levels only; individual project costs vary.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	350	500	500	500	500	500	2,850
Bond Issue	9,000	-	9,000	-	9,000	-	27,000
Total County Contribution	9,350	500	9,500	500	9,500	500	29,850

Notes on Funding Schedule

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.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

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.

PENROSE SQUARE

CRITICAL MILESTONES: Phase I

<i>Master Plan adopted</i>	Jul-08
<i>Construction drawings</i>	Mar-11
<i>Notice to proceed</i>	Jun-11
<i>Punch list complete</i>	Apr-12
<i>Ribbon cutting</i>	May-12

Project Description

Penrose Square is a new public square along Columbia Pike. The project includes a water feature, hardscape, landscaping, site furnishings, retaining walls, and public art. The project will be constructed in two phases.

Associated Master Plan:

Columbia Pike Revitalization Plan,
Penrose Square Park Master Plan

Neighborhood:

Penrose

Advisory Commission:

Park and Recreation Commission,
Arts Commission

INTERSECTION OF COLUMBIA PIKE AND S. BARTON STREET

Project Strategic Goal

The project is for implementation of Phase I and 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.

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.

2 Penrose Square

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	250	-	-	-	250
Land Acquisition	-	-	1,250	-	-	-	1,250
Construction	-	-	1,850	-	-	-	1,850
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	3,350	-	-	-	3,350

Notes on Cost Estimates

Estimates for Phase II will be refined as design progresses.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	3,350	-	-	-	3,350
Total County Contribution	-	-	3,350	-	-	-	3,350

Notes on Funding Schedule

Assumes \$2 million in prior years PAYG for Phase I. Total need is \$5.360 million in FY2011 dollars. Street elements are being upgraded and funded by the County in 2010. A partial amount of previous developer funds for the site plans for the building adjacent to the park were used to help develop the park.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	152	152	200	200
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	152	152	200	200
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	152	152	200	200

Notes on Operating Costs

Includes utilities, trash pickup, mowing, landscaping, general maintenance, and special event support and staff costs.

NAUCK TOWN SQUARE

CRITICAL MILESTONES

<i>Community Mtgs Completed</i>	Jun-14
<i>Plans Completed</i>	Dec-14
<i>Ground Breaking</i>	Mar-15
<i>Ribbon Cutting</i>	May-16
<i>Opening</i>	

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.

Associated Master Plan:

Nauck Village Center Action Plan

Neighborhood:

Nauck

Advisory Commission:

Planning Commission
Nauck Revitalization Organization

24TH STREET SOUTH, SOUTH KENMORE, AND S. SHIRLINGTON ROADS

Project Strategic Goal

The Nauck Village Center Action Plan (NVCAP) was adopted by the County Board in July 2004. This Plan provides the design and policy guidelines for the revitalization of Shirlington Road (Shirlington Road Special Revitalization District) into a mixed use neighborhood commercial district. This district will be anchored by an urban plaza in the form of a Town Square. This Square will serve as the social and cultural center of the neighborhood and the surrounding areas.

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), adopted by the County Board in July 2004, was the result of these efforts and identified this project as the anchor for the Shirlington Road Revitalization District. This urban plaza will provide the focal point for civic and cultural activities while complementing the pedestrian oriented mixed use environment on the surrounding blocks as outlined in the NVCAP. This project also demonstrates the County's commitment to the revitalization of this neighborhood's commercial district.

3 Nauck Town Square

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	250	-	250
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	-	2,400	2,400
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	-	-	250	2,400	2,650

Notes on Cost Estimates

Assumptions include the estimated cost to develop the Nauck Town Square Concept Plan which was developed in 2006 as part of the Nauck Town Square Charrette. These costs also include an estimate for the cost for undergrounding the utilities surrounding the site that was obtained in 2008.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	2,650	-	2,650
Total County Contribution	-	-	-	-	2,650	-	2,650

Notes on Funding Schedule

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Out Years
Anticipated FTEs	-	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-	30
New Facilities Cost	-	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-	30

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.

NAUCK INFRASTRUCTURE FUND

Project Description

The purpose of this Fund is to assist in off-setting costs associated with making public improvements designed to benefit the community as outlined in the Nauck Village Center Action Plan (NVCAP). These improvements could include: streetscape, 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. The applicant must demonstrate their need for the assistance and how the project will remain 'revenue neutral' if the assistance is provided.

Associated Master Plan:

Nauck Village Center Action Plan

Neighborhood:

Nauck

Advisory Commission:

Planning Commission
Nauck Revitalization Organization

APPROXIMATELY THE 2000 THROUGH 2600 BLOCKS OF SHIRLINGTON ROAD

Project Strategic Goal

The Nauck Infrastructure Fund (NIF) was identified in the Nauck Village Center Action Plan (NVCAP) as a mechanism to encourage public infrastructure improvements associated with private redevelopment projects.

Project Justification

The purpose of this Fund is to assist in off setting costs associated with making public improvements designed to benefit the community through the physical and aesthetic improvements of the public infrastructure, streetscapes, and other public facilities in the Nauck Village Center as outlined in the NVCAP. NIF is designed to leverage other public and private sector funding for projects in the Nauck Village Center.

4 Nauck Infrastructure Fund

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	200	-	200
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	1,300	-	1,300
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	-	-	1,500	-	1,500

Notes on Cost Estimates

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.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	1,500	-	1,500
Total County Contribution	-	-	-	-	1,500	-	1,500

Notes on Funding Schedule

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. This Fund will also leverage other sources of public and private sector funding associated with the approved projects.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Operating cost impacts will be determined by specifics of the selected projects.

PUBLIC GOVERNMENT FACILITIES

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 public facilities through systematic investment. The program is linked with the 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.

Master Plan Impact

A master plan will be developed for public facilities. Once the plan is adopted it will become an element of the County's comprehensive plan.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Facilities Master Plan	500	550	550	-	-	-	1,600
2 Lease Program	-	-	-	-	-	-	-
3 Facilities Infrastructure and Non-Parks Land Acquisition	6,390	-	6,000	-	8,472	-	20,862
4 Courthouse Square	-	-	2,000	-	2,500	-	4,500
5 Lubber Run Community Center	-	-	-	-	18,000	-	18,000
6 ADA Improvements	-	500	500	500	500	500	2,500
7 Energy Efficiency	-	400	400	400	400	400	2,000
8 Arlington Mill Community Center	5,000	-	-	-	-	-	5,000
Total Recommendation	11,890	1,450	9,450	900	29,872	900	54,462

Cost Estimate Footnote:

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

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	500	1,450	1,450	900	900	900	6,300
Bond Issue	11,390	-	8,000	-	28,972	-	48,362
Total Funding Sources	11,890	1,450	9,450	900	29,872	900	54,462

BOND FINANCING IMPACT (IN \$1,000s)

	FY11	FY12	FY13	FY14	FY15	FY16
Bond Financing Cost (P&I)	-	797	1,014	1,690	1,812	3,892

FACILITIES MASTER PLAN

Project Description

A master plan will be developed to provide a strategic approach to address the long-term future needs for County facilities. With the initial focus on aging County facilities and known short-and intermediate-term space deficiencies, it is envisioned that the study will proceed in study phases or modules. Proposed modules would include for example emergency response, core services support areas, neighborhood branch services, etc. The study 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. The study will also identify lease strategies and prioritize projects to meet near-term space needs. The expected outcome is a constrained project list at a funding level and timing consistent with debt capacity and future years funding allocations, indicated on the following page. The County Manager will propose community process options for County Board consideration after preliminary data collection, analysis, and recommendations are developed and reviewed by staff.

Associated Master Plan:

General Land Use Plan
Public Spaces Master Plan

Neighborhood:

Various

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

The goal of the initiative is to strategically guide investment decisions on County facilities. Utilizing the recently completed data bases of existing facility condition and utilization as a baseline, the study will consider evolving service delivery standards and demands, analyze and estimate options to meet space needs, and recommend strategies to meet needs over time. The results will better inform staff, the County Board, and citizens on cost effective facility investments.

Project Justification

Although many community and government facilities have benefited from replacement or significant renewal in recent years, the conditions of many other facilities have not been addressed. With limited capital resources and debt capacity, we must now address those facilities in a practical and cost efficient manner. Many of our facilities were built in the 1950s and 1960s, and are now near the end of their natural useful life. It is financially impractical to quickly replace or renovate all aging facilities within adopted debt limits and policies. Instead, the facilities master planning process will help develop a strategy that acknowledges the need to extend the useful life of some older facilities with limited investment, while simultaneously looking at opportunities to consolidate services, deconstruct obsolete facilities, and plan ahead to meet evolving requirements.

Facilities Master Plan Implementation

In implementing the public facilities master plan staff envisions a multi-year phased approach that would focus on various categories under which facilities are grouped; i.e. emergency response, core service support areas, and neighborhood branch services. The more immediate short-term focus would be on aging County facilities and short-and intermediate-term space deficiencies. The frame work, schedule, and public process have yet to be determined as they are to be mapped out in consultation with the County Manager and the Board in late 2010.

1 Facilities Master Plan

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	500	550	550	-	-	-	1,600
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	500	550	550	-	-	-	1,600

Notes on Cost Estimates

The \$1.6 million programmed in this CIP represents a commitment to strategic investment and decision making. The funding programmed in FY 11 through FY 13 is for consultant work to prepare the plans.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	500	550	550	-	-	-	1,600
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	500	550	550	-	-	-	1,600

Notes on Funding Schedule

One-time funding from contingent balances is available in 2011 to do the next phase. Future funding is programmed in FY 2012 and 2013 to continue with future phases of this project.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
Less Fees	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Operating cost impacts will be developed as specific facility proposals are recommended. The impact of growth or reduction in square footage will be evaluated as will opportunities for consolidation and reduction of operating costs.

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.

Associated Master Plan:

Facilities Master Plan

Neighborhood:

County-wide

Advisory Commission:

Various

COUNTY-WIDE

Project Strategic Goal

The goal of the facility leasing program is to augment the inventory of County-owned facilities by providing quality, affordable facilities for the County Government to deliver services to citizens.

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 490,000 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. For example, in 2009, after careful analysis, the County Board chose to relocate DHS from 3033 Wilson Blvd to Sequoia Plaza at 2100 Washington Blvd. This resulted in a \$11 million capital project (funded through a combination of rent abatements and one-time PAYG funds) at 2100 Washington Blvd, which will provide an all-new primary service center for DHS without any impact on debt capacity. Funds were also saved and invested in a \$4.5 million capital project to relocate the County's second Network Operating Center from 3033 Wilson to an Arlington Public Schools facility at the Trades Center.

This approach would more fully integrate various leasing decisions and actions into a broader facility master plan. 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, anticipated as one of the modules to be included in the facilities master plan.

LEASES AS OF APRIL 2010

Expiration Date	Area (sq. ft.)	Name/Location	Description	Remarks
Terminating				
31-Aug-2010	145,777	DHS 3033 Wilson Boulevard	Dept. of Human Services	Relocating to Sequoia Plaza
Expiring Near-Term				
31-Oct-2010	3,119	Woodmont Weavers at Ballston Common Mall	Special Use (County Related)	Assuming one-year extension
31-Oct-2011	1,543	BRAC Transition Office 1638-B Crystal Square Arcade	Office	
Expiring Midterm				
31-Dec-2011	8,240	Culpepper Garden Senior Center 4435 N Pershing Dr	Day Care (Senior)	Can fold into CHP lease Can fold into CHP lease
31-Jan-2012	16,115	Arlington Economic Development 1100 N. Glebe Rd.	Office	
31-Jul-2012	7,840	Rosslyn Spectrum Theater 1601 N Kent St	Cultural Arts	
30-Mar-2013	23,400	Experience Works - CHP subleased space -10th floor	DCPHD's office space	
30-Mar-2013	3,104	VNOI - CHP, Suite 1002	DCPHD's office space	
31-Oct-2014	1,721	Commuter Store - Rosslyn 1700 N. Moore St	Retail	
31-Oct-2014	2,000	STAR Program 2300 9th St S	Office	
31-Oct-2018	208,433	Courthouse Plaza 2100 Clarendon Floors 1-9	Office	
Expiring Long-Term				
30-Sep-2019	11,132	ATP-CIC OFFICE - 1501 Wilson Blvd	Office	Expansion options available
30-Apr-2023	53,826	Artisphere Cultural Center -1101 Wilson Blvd	Cultural Arts	
31-Aug-2023	144,740	Sequoia Plaza 2100 Washington Blvd	Dept. of Human Services	
31-Oct-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 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.

FACILITIES INFRASTRUCTURE & NON-PARKS LAND ACQUISITION

Project Description

The project addresses an array of urgent and emerging facility infrastructure needs that have not been thoroughly studied, scoped, or anticipated. This also includes the acquisition of facilities or land for general governmental use. Intended for bond funding, it would be used only for long range facility and infrastructure investments. It is intended to serve as a potential resource to both address urgent issues and larger emerging repair and replacement efforts.

Associated Master Plan:

Various

Neighborhood:

County-wide

Advisory Commissions:

Various

COUNTY-WIDE

Project Strategic Goal

The goal of this generalized project is to provide the flexibility for adequate and timely funding for urgent and emerging facility and infrastructure needs that are long-term in nature, appropriate for bond investments, and may require investment prior to the next bond referendum.

The thrust of the land acquisition program is centered on providing funding flexibility for opportunistic acquisition for general government uses.

Project Justification

Facility requirements and 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 detailed requirements and timing needs become clear.

Examples of urgent requirements include unforeseen structural damage, or a sudden roof replacement requirement, when the deliberate PAYG or bond funding streams are fully budgeted and under execution. It could also include replacement of existing facilities such as the Lubber Run Amphitheatre, (currently under study), necessary repairs to Ballston Garage (also under study) and repairs to or replacement of the Emergency Winter Shelter, where operational and physical limitations of the existing structure suggest a need to consider other options. Any of these potential requirements could each cost several million dollars. This program would provide the County with the financial flexibility to make the necessary investments at the right time without significant detrimental effects to other approved programs and projects.

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 the Emergency Winter Shelter.

Previously, funds for parks and non-parks land acquisition were combined into one category.

In this CIP, parks land acquisition is a separate category under Local Parks and Recreation and funding for non-parks land acquisition is under Public Government Facilities.

3 Facilities Infrastructure & Non-Parks Land Acquisition

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	339	-	300	-	547	-	1,186
Land Acquisition	3,000	-	3,000	-	3,000	-	9,000
Construction	3,051	-	2,700	-	4,925	-	10,676
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	6,390	-	6,000	-	8,472	-	20,862

Notes on Cost Estimates

Cost estimates will be refined and finalized as studies are completed, projects are identified and project scopes are developed.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	6,390	-	6,000	-	8,472	-	20,862
Total County Contribution	6,390	-	6,000	-	8,472	-	20,862

Notes on Funding Schedule

Bond funding is programmed in FY 2011 to address issues that may arise in the near-term, while additional bond funding is programmed in FY 2013 for issues that may arise in the future.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Operating cost impacts will be developed once specific facility proposals are recommended.

COURTHOUSE 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. 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 construct is anticipated, as well as design work if appropriate.

Associated Master Plan:

Facilities Master Plan

Neighborhood:

Courthouse

Advisory Commission:

Various

COURTHOUSE

Project Strategic Goal

The strategic goal is to ensure that an affordable, modern, safe, and adequate government center is available for the County and citizens. This goal will be met by doing the early planning now in anticipation of the expiration of the lease in October 2018. A secondary goal is to insure adequate parking throughout anticipated development phases.

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 2013. Not knowing the outcome of these studies, and timing of subsequent decisions considering lease, lease-purchase, and construct, additional design capacity is reserved for project development in FY 2015.

Because parking at in the Courthouse area serve 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.

4 Courthouse Square

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	2,000	-	2,500	-	4,500
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	2,000	-	2,500	-	4,500

Notes on Cost Estimates

The final cost impacts associated with this project are predicated upon the outcome of the planning analysis that will evaluate lease options vs. purchase options.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	2,000	-	2,500	-	4,500
Total County Contribution	-	-	2,000	-	2,500	-	4,500

Notes on Funding Schedule

Bond funding is programmed in the out-years (FY 13 and 15) to evaluate alternative options and prepare a solution with a plan of action in advance of the expiration of the lease in 2018.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Operating cost impacts will be determined after a final plan of action is determined.

LUBBER RUN COMMUNITY CENTER

Project Description

The project will replace the community center presently at Lubber Run, near N. George Mason Drive and Park Dr. The program is assumed to be a full-service neighborhood community center similar to the program approved for the Arlington Mill Community Center. However, it will not include program space for the Department of Human Services (DHS). (DHS programs are provided to the neighborhood in a nearby leased facility in Buckingham.) No conceptual designs have been completed, so the first phase of the project funding is for design. Parking could be a combination of surface, structured, or underground parking, and the site specifics and budget will drive the parking solution. Consistent with the community's goals for multimodal transport, the project should have a strong linkage to walking, biking, and transit networks. Because the current community center functions independently from seasonal programs at the nearby outdoor Lubber Run amphitheater, the amphitheater will be addressed separately, and is not included here.

Associated Master Plan:

Facility Master Plan
Public Space Master Plan

Neighborhood:

Various

Advisory Commission:

Parks and Recreation

LUBBER RUN

Project Strategic Goal

The goal of the project is to provide easy access to flexible recreational and multipurpose space for Arlington citizens to unite and engage in community activities.

Project Justification

The current community center at Lubber Run was designed and constructed on multiple levels and there is no practical way to provide seamless ADA access throughout the facility. The facility was designed as a school and the spaces available for programming are not well-suited to modern community center program needs. Because the building is nearing the end of its useful life cycle, the facility must be either renovated or replaced. The structure, space configuration, and inherent ADA limitations all support a replacement decision. The space program will partially evolve from the broader Facility Master Planning module that considers neighborhood branch services.

5 Lubber Run Community Center

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	2,000	-	2,000
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	16,000	-	16,000
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	-	-	18,000	-	18,000

Notes on Cost Estimates

Cost estimates are preliminary and will be refined by scoping, programming and conceptual design work.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	18,000	-	18,000
Total County Contribution	-	-	-	-	18,000	-	18,000

Notes on Funding Schedule

Timing of the design and construction phases will be further defined as project planning gets underway.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Based on current operating cost projections for the new Arlington Mill Community Center, annual operating costs could range from \$3 to \$4 million, depending on the type and extent of programming needs. These costs would not occur until 2017 or later.

ADA IMPROVEMENTS

Project Description

This project will address ADA issues in County Government facilities. It will proactively address ADA improvements as required by the American with Disabilities Act.

Associated Master Plan:

Impacts multiple Master Plans

Neighborhood:

County-wide

Advisory Commission:

Disability Advisory Commission

COUNTY-WIDE

Project Strategic Goal

To ensure full accessibility to County facilities and programs in compliance with the American with Disabilities Act. This is an ongoing and proactive program that first received dedicated funding after the County entered into a Project Civic Access Agreement with the Department of Justice in March 2006.

Project Justification

The original DOJ review and subsequent project efforts addressed only a portion of County facilities; these funds will provide ADA upgrades for other facilities as well. A continuing level of funding will enable resolution of ADA issues as they are identified through studies, and as program needs evolve and generate new requirements.

6 ADA Improvements

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	-	500	500	500	500	500	2,500
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	500	500	500	500	500	2,500

Notes on Cost Estimates

Current and future funding will be used to make ADA improvements as required. Improvements will be ongoing as needed to support evolving programs, newly acquired facilities, etc.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	500	500	500	500	500	2,500
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	-	500	500	500	500	500	2,500

Notes on Funding Schedule

PAYG funding is recommended for ADA improvements due to their relative size and useful life.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

No additional operating costs are anticipated as a result of ADA.

ENERGY EFFICIENCY

Project Description

Building envelope improvements and upgrades to old, inefficient lighting and heating and cooling equipment reduces operating energy costs and maintenance repair costs. Installation of new building controls and retro commissioning existing buildings ensures that our public facilities operate as intended, are comfortable for users, and control energy costs.

Associated Master Plan:

Various

Neighborhood:

County-wide

Advisory Commission:

Various

COUNTY-WIDE

Project Strategic Goal

The strategic goal is to reduce operational costs of facilities by managing the consumption of energy. Continued investment in energy efficiency technologies will help reduce operating costs while simultaneously renewing our capital assets. Past use of Energy Efficiency PAYG funds is saving hundreds of thousands of dollars each year in avoided energy costs. Moreover, investments in energy efficiency improvements are inherently linked to County FRESH AIRE goals to reduce emissions.

Project Justification

Energy prices rise and fall in short-term fluctuations, but the long-term trend in energy prices remains upward. Reducing energy use is a fundamental, cost-effective strategy for meeting important County goals, such as controlling operating costs and reducing greenhouse gas emissions. The energy management program monitors energy use in County facilities and identifies energy-saving opportunities using advanced technologies and practices. Investments in energy efficiency have reduced County building energy use per square foot 13% since FY 2001, with cumulative avoided costs of about \$2 million. The FY 2012-2016 PAYG budget will fund implementation of cost-effective opportunities that remain for our buildings, including (but not limited to) lighting retrofits, building envelope improvements, upgraded heating and cooling equipment, and continuous commissioning of buildings and systems. Anticipated savings vary by project magnitude, payback period, and fluctuations in energy costs; typical projects achieve paybacks within 5-7 years.

7 Energy Efficiency

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	400	400	400	400	400	2,000
Total Project Cost	-	400	400	400	400	400	2,000

Notes on Cost Estimates

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.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	400	400	400	400	400	2,000
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	-	400	400	400	400	400	2,000

Notes on Funding Schedule

A stable funding level is preferred to maintain an active program and steady improvement.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Each \$400,000 invested in energy efficiency improvements typically generates avoided cost savings of \$55,000-\$80,000 per year, by reducing the use of energy by 700,000-1,000,000 kWh.

ARLINGTON MILL COMMUNITY CENTER

Project Description

Additional funding for the Arlington Mill Community Center project will provide the opportunity for the County to construct structured or underground parking and additional square footage as part of the first phase of a mixed-use project at the site.

Associated Master Plan:

Public Spaces Master Plan

Neighborhood:

Columbia Heights West
Columbia Forest

Advisory Commissions:

Parks and Recreation Commission
Housing Commission

4975 COLUMBIA PIKE

Project Strategic Goal

The project goal is to replace the current Arlington Mill Community Center structure with a permanent, mixed-use facility that combines a community center with a private development, creating a signature facility that anchors the west end of the Columbia Pike corridor. The phasing of how the goal is achieved has changed, and there is a new opportunity to provide additional square footage within the approved form, allowing additional program flexibility at the site.

Project Justification

This project was initially approved in the 2007 – 2012 CIP. Over the last few years, staff selected a private partner to assist in the mixed-use development of the site, which in addition to the community center, gym and plaza, included apartments above the community center, mixed-income apartments in a separate building on the site, ground level retail, and shared parking. The County Board approved this plan in June 2008.

With the collapse of the financial markets in 2008 and 2009, the private development partner was not able to obtain financing for the market rate portion of the apartment complex, and the public-private partnership was terminated. Staff engaged with the community and the County Board on how best to advance the project. In December 2009, the County Board gave staff direction to proceed with phased development of the mixed-use project, with the County to build the Community Center as a stand-alone first phase of the project (not waiting for the housing component) retaining as much as possible of the originally approved project, and retaining flexibility for a future housing component.

In order to ensure the highest and best use of the site for both the public and housing components, it may be necessary to build sufficient structured or underground parking in advance of construction of the housing portion. In addition, with the elimination of the housing above the community center, possibilities exist for more programming space and flexibility. This funding request would provide flexibility to take advantage of both opportunities. Because of the uncertain nature of the housing component (particularly timing and financial plan), the County would pursue bond funding through the Industrial Development Authority or another entity.

8 Arlington Mill Community Center

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	5,000	-	-	-	-	-	5,000
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	5,000	-	-	-	-	-	5,000

Notes on Cost Estimates

Design costs for the larger project were previously funded by the County Board, most recently as part of FY09 closeout; this would fund the additional construction opportunities.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	5,000	-	-	-	-	-	5,000
Total County Contribution	5,000	-	-	-	-	-	5,000

Notes on Funding Schedule

Because of the uncertain timing of selection of a new housing partner, their parking requirement and their financial plan, bond funding through the Industrial Development Authority or another source will be pursued.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	750	3,000	3,000	3,000
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	750	3,000	3,000	3,000

Notes on Operating Costs

Estimated full-year operating costs of range from \$2.8 to \$3.3 million. The new community center is anticipated to open in the last quarter of FY 2013, resulting in a partial-year impact.

Ballston Public Parking Garage

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, were 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 \$6-\$7 million for the first seven floors, and \$2-\$4 million for the eighth level. Several engineering studies will be completed in the near future that will better estimate the range of costs and project timing.

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 2017. The bonds were structured with a bullet maturity, meaning that \$8.8 million (out of the \$12.3 currently outstanding) matures at one time in 2017.

The hourly parking rates at the garage have not been increased since 1995, and the monthly rates have not been adjusted since 1996. As a result, rates at the garage have lagged the market. Staff presented a detailed parking rate increase proposal to the County Board that addressed the large principal amount due on the bonds and the capital needs. The benefitted parties identified in the 1984 bond documents were notified on July 30, 2010 of a proposed rate increase that would generate an estimated \$1.5 million annually for floors one through seven. This proposal would 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.

The capital spending and funding plan for the first seven levels outlined below assumes the implementation of the proposed rate increase on January 1, 2011. However, because of the magnitude of the capital needs and outstanding debt, it may be difficult to address these needs with parking revenues alone. In the out years of the six-year plan, it may be necessary to find additional funding sources, such as Facilities Infrastructure, to help address capital needs that cannot be fully supported by parking revenues. As noted above, several engineering studies that are currently underway will help determine cost and, in particular, timing/phasing requirements. Based on preliminary analysis, certain capital investments may be needed in the next one to three years as shown in the tables below. If the studies support this early investment, funding from Facilities Infrastructure or other one-time funding may be required.

6 Year Capital Program Costs (000s)

Levels 1 - 8

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Waterproofing, Signage, Painting	350	450	-	-	-	-	800
Façade Replacement	1,500	2,000	-	-	-	-	3,500
Elevator Lobbies	-	-	-	-	-	1,500	1,500
Pay Stations	-	-	750	-	-	-	750
Vertical Expansion Repairs	1,770	-	-	-	-	-	1,770
Total Program Cost	3,620	2,450	750	-	-	1,500	8,320

Program Funding Sources (000s)

Levels 1 - 8

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Parking Revenues and Construction Reserve	1,850	1,234	-	-	198	330	3,612
Other Local Funds	1,770	1,216	750	-	-	-	3,736
Facilities Infrastructure Fund	-	-	-	-	972	-	972
Total Program Funding	3,620	2,450	750	-	1,170	330	8,320

BALLSTON PUBLIC PARKING GARAGE

Program Description

The Ballston Public Parking Garage provides 3,000 off street parking spaces to support the retail and office development in the Ballston area. The capital program for the garage addresses structural, aesthetic, and operational issues to maintain and improve the aging facility. Most of the capital program is funded by the Ballston Public Parking Garage Enterprise Fund, however work related to the 8th level must be funded from other sources.

Master Plan Impact

N/A

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Vertical Expansion Repairs - Engineering & Construction	1,770	-	-	-	-	-	1,770
2 Levels 1-7 Garage Improvements	350	450	-	-	-	-	800
3 Façade Repair/Replacement	1,500	2,000	-	-	-	-	3,500
4 Parking Pay Stations	-	-	750	-	-	-	750
5 Elevator Lobbies	-	-	-	-	-	1,500	1,500
6 Maintenance Capital	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Recommendation	3,620	2,450	750	-	-	1,500	8,320

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other Local Funds	1,770	1,216	750	-	-	-	3,736
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	1,850	1,234	-	-	198	330	3,612
Facilities Infrastructure or Other	-	-	-	-	972	-	972
Total Funding Sources	3,620	2,450	750	-	1,170	330	8,320

BOND FINANCING IMPACT (IN \$1,000S)

	FY11	FY12	FY13	FY14	FY15	FY16	
Bond Financing Cost (P&I)	-	-	-	-	-	-	68

VERTICAL EXPANSION REPAIRS –
ENGINEERING & CONSTRUCTION

Project Description

Work directly related to the Eighth Level of the garage includes testing and repair of sections of spalling concrete, encasement and repair of fiber reinforcing wrap on select columns, enclosing fireproofing materials on steel structural members to prevent degradation of the fireproofing by passing pedestrians, and waterproofing.

Associated Master Plan:

N/A

Neighborhood:

Ashton Heights, Ballston - Virginia Square

Advisory Commission:

N/A

EIGHTH LEVEL

Project Strategic Goal

To complete remaining work and repair deficiencies related to the construction of the 8th level parking deck and ice rink.

Project Justification

The construction of the Kettler Capitals Iceplex resulted in various claims related to the construction project. As a result, the County delayed completion of less critical items and negotiated settlement of claims. Additionally, finishing work in the lower levels of the garage and improvements to the quality of work on portions of the 8th level concrete deck need to be completed. Although additional testing and evaluation are currently underway, preliminary staff estimates of costs range from \$2-4 million. When the assessment is completed, the scope and cost of the work to be done will be more clearly identified. The current condition of the Eighth Level and other garage levels poses no immediate safety concerns.

The adopted CIP includes \$1.8 million in existing funding for Eighth Level repairs generated from the refinancing of the 2005 Iceplex bonds. As noted above, to the degree that the studies indicate that capital needs exceed available funding, one-time funding or funding from the Facilities Infrastructure category may be required.

1 Vertical Expansion Repairs - Engineering & Construction

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	177	-	-	-	-	-	177
Land Acquisition	-	-	-	-	-	-	-
Construction	1,593	-	-	-	-	-	1,593
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	1,770	-	-	-	-	-	1,770

Notes on Cost Estimates

Additional testing and evaluation is currently underway in an effort to more clearly define the scope of the repairs and the A & E and Construction costs.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	1,770	-	-	-	-	-	1,770
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	1,770	-	-	-	-	-	1,770

Notes on Funding Schedule

Because of the bond documents that funded the garage expansion in the early 1980's, money from the Ballston Public Parking Garage enterprise fund cannot be used for construction, maintenance, or operation expenses related to the 8th level. This project is being funded by savings associated with refinancing the variable rate bonds with fixed rate bonds.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

The project will eliminate the need for maintenance activities such as painting.

LEVELS 1 - 7

Project Descriptions

Waterproofing on levels 1 - 7 to protect the concrete repairs made in Phase 2, new striping and markings, additional internal wayfinding signage.

Previous construction on the garage led to the discovery that the construction methodology for the brick façade should be updated to assure safety.

Parking pay stations provide convenient payment options to customers and have become standard in large parking garages.

The elevator lobby finishes are original to the 1984 construction. Upgraded tiles, paint, signing, and lighting will complement adjacent finishes in the mall, ice rink, and attached office buildings. Doors will be replaced that are more easily maintained. The flooring immediately outside the lobbies, which has been damaged over the years, will be replaced.

Associated Master Plan:

N/A

Neighborhood:

Ashton Heights, Ballston-Virginia Square

Advisory Commission:

N/A

LEVELS 1 - 7

Project Strategic Goal

This project completes the repairs and improvements to the interior of the garage, makes exterior improvements to the garage, and offers a convenient payment method to customers.

Project Justification – Phase 3 Construction

Phase 2 of the garage improvements made repairs to the concrete slabs on levels 1-6 and replaced the asphalt area in level 1 with concrete. Waterproofing, signage, and painting will be included in Phase 3 of the garage improvements. The waterproofing will protect and lengthen the life of the repairs that were completed in Phase 2.. Waterproofing requires new pavement markings once completed. Supplemental signs will be added to help parkers identify the level they parked on and to help guide them to the ice rink and the exits. Funding for this work totals \$800,000, with \$350,000 in FY 2011 and \$450,000 in FY 2012.

Project Justification – Façade Repair/Replacement

Previous construction on the garage led to the discovery that the construction methodology for the brick façade should be updated to assure safety, and will require extensive repair or possibly complete replacement. Funding of \$100,000 is included in FY 2011 for engineering work, and construction is budgeted at \$1.4 million in FY 2011 and \$2 million in FY 2012.

Project Justification – Parking Pay Stations

Parking pay stations provide a new payment option to customers and have become standard in large parking garages. Pay stations offer a decreased wait time and added convenience to customers. This project is funded at \$750,000 in FY 2013

Project Justification – Elevator Lobbies

The elevator lobby finishes are original to the 1984 construction. Upgrades are required by constant use in this high traffic area and a preference to maintain a first class image for the mall and other facilities served.

Improvements for Floors 1 - 7

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	100	-	-	-	-	100	200
Land Acquisition	-	-	-	-	-	-	-
Construction	1,750	2,450	750	-	-	1,400	6,350
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	1,850	2,450	750	-	-	1,500	6,550

Notes on Cost Estimates

Additional engineering costs of \$36,400 for the façade replacement were funded from FY '10 Ballston Garage capital fund.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Local Funds	-	1,216	750	-	-	-	1,966
PAYG	1,850	1,234	-	-	198	330	3,612
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	972	-	972
Total County Contribution	1,850	2,450	750	-	1,170	330	6,550

Notes on Funding Schedule

Funding for capital projects is from parking fee revenues from Levels 1 through 7 of the garage.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

There is a potential net operating cost savings associated with the pay stations. Pay stations generally allow for decreases in staffing levels during peak operating periods, while improving customer service.

Crystal City Public Infrastructure

Crystal City is the current home of Arlington's largest commercial office and hotel districts, as well as approximately 8,100 residents. With its aging building stock dating back to the 1960s and the many anticipated Federal agency and consultant relocations from Crystal City to other localities resulting from the United States Department of Defense Base Realignment and Closure plan (BRAC), recent County efforts have been directed at developing a vision plan for the neighborhood to ensure its continued success as one of the County's largest urban villages. Through a multi-year community planning effort, a Crystal City Sector Plan (Draft) was developed that envisions Crystal City as a vibrant urban community. The Plan includes high-quality parks and plazas, complete streets, high-capacity and high-frequency transit, civic and community amenities, comfortable sidewalks with pedestrian activity, and environmentally sustainable buildings and infrastructure. The Plan serves as a County guide when making future decisions on development proposals and infrastructure projects in Crystal City.

The Crystal City Development Program includes improvements to the area's streets, transit, and public open spaces systems that are needed to support growth proposed in the Plan and to enhance the overall quality of life for neighborhood residents, workers, and visitors. Future redevelopment in Crystal City, consistent with the Plan and its Policy Framework adopted by the County Board in 2008, is expected to bring thousands of new jobs and residents to Crystal City, allowing the area to thrive in a post-BRAC era and remain one of the County's primary economic engines.

While the redevelopment of existing properties will result in a deeper, more diverse tax base, attracting and retaining economic activity in Crystal City will require significant investments in streets, transit, and open space improvements. Investments in the early years of the plan will be focused on the initial street and transit work necessary to facilitate redevelopment and open space projects. This will require a combination of funding sources, including Transportation Investment Funding, state and federal transportation dollars, County funding and private sector contributions. Together, future private and public investments in this program will help ensure the continued success of Crystal City and the achievement of the Plan's major physical concepts.

The information in this section will be updated following Board adoption of a longer-range timing and funding plan for Crystal City infrastructure.

Program Description

This program will improve the quality and performance of the public infrastructure in Crystal City, as outlined in the Crystal City Sector Plan (Draft). The program's projects will build the initial phase of transportation and public open space infrastructure components needed to support long-term revitalization efforts in Crystal City. In concert with the coordinated redevelopment of existing buildings, the program's transformative enhancements to the public infrastructure will best position Crystal City to thrive in the post-BRAC (Base Realignment and Closure Commission) era, and will help ensure the area's future sustainability for its residents, workers, and businesses.

Master Plan Impact

The Crystal City street improvements, streetcar, and public open space projects are all identified in the Crystal City Sector Plan (Draft), which is the result of an extensive community planning process to develop a new vision for Crystal City in the post-BRAC era. These projects relate to and implement recommendations in other County plans including the General Land Use Plan, Master Transportation Plan, and Public Space Master Plan.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Crystal City Street Improvements	300	1,700	4,650	6,600	5,500	2,500	21,250
2 Crystal City Potomac Yard Streetcar	-	700	700	18,000	32,500	17,580	69,480
3 Crystal City Parks and Open Space	-	-	-	-	250	-	250
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	300	2,400	5,350	24,600	38,250	20,080	90,980

Cost Estimate Footnote:

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	140	140	3,250	4,500	4,520	12,550
Federal Funds	-	-	-	3,000	7,500	7,500	18,000
Transportation Investment Fund	300	2,260	5,210	10,000	6,000	5,000	28,770
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Tax Increment/Other Tax Source	-	-	-	8,350	-	3,060	11,410
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	20,250	-	20,250
Total Funding Sources	300	2,400	5,350	24,600	38,250	20,080	90,980

BOND FINANCING IMPACT (IN \$1,000s)

Bond Financing Cost (P&I)	-	-	-	-	-	-	1,418
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CRYSTAL CITY STREET IMPROVEMENTS

FY2011 – FY2016 CIP

Project Description

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 streetlights, street trees, and modern transit shelter facilities. Project locations include Crystal Dr., Clark-Bell St., 12th St., 18th St., 23rd St., and 27th St.

Associated Master Plan:

Master Transportation Plan; Crystal City Sector Plan (Draft)

Neighborhood:

Crystal City

Advisory Commission:

Planning Commission; Transportation Commission

CRYSTAL CITY

Project Strategic Goal

These multi-year investment projects for Crystal City Streets will implement the initial set of street projects recommended in the Crystal City Sector Plan (Draft).

Project Justification

These projects will support future redevelopment in Crystal City consistent with the vision outlined in the Crystal City Sector Plan (Draft). These street projects will also improve the functionality and safety of travel by all modes, and provide significant sidewalk safety and amenity improvements. The focus of projects in this CIP cycle will be on areas where street segments need to be relocated to achieve near-term redevelopment goals of the Plan and where street segments need to be modified to accommodate a planned future streetcar service. The transportation benefits include immediate improvements to existing conditions, laying the groundwork to accommodate streetcar in the future, and the ability of the improved street network to effectively accommodate the projected growth in this Metro Station Area resulting from Plan build out.

Associated Costs and Funding Sources

Projected funding sources include Transportation Investment Fund, federal funding and County General Obligation bonds.

CRYSTAL CITY POTOMAC YARD STREETCAR

FY2011 – FY2016 CIP

Project Description

This project will implement a streetcar system, with primarily dedicated transit lanes and improved stations from Arlington’s Potomac Yard through Crystal City and into Pentagon City. Ultimately the Crystal City Potomac Yard streetcar system will be part of a coordinated streetcar system extending from the Pentagon and Pentagon City Metrorail stations in Arlington via the Columbia Pike Streetcar network to Skyline in the Baileys Crossroads area.

Associated Master Plan:

Master Transportation Plan; Crystal City Sector Plan (Draft)

Neighborhood:

Crystal City, Potomac Yard, Pentagon City

Advisory Commission:

Planning Commission; Transportation Commission

CRYSTAL CITY, POTOMAC YARD, PENTAGON CITY

Project Strategic Goal

Provide high-capacity, frequent, surface transit to serve existing and new high-density, transit-oriented development envisioned in the Crystal City Sector Plan (Draft) as well as approved and already built development in Potomac Yard. The streetcar will provide a more direct, reliable and higher capacity transit service in place of the WMATA Metrobus 9S service, providing increased connectivity and travel options for corridor residents, workers, and visitors.

Project Justification

Following the approval of the Potomac Yard Phased Development Site Plan, steps were taken to implement the WMATA Metrobus 9S service to provide reliable transit service between the Potomac Yard neighborhood and the Crystal City Metrorail station. The Metrobus 9S service will eventually operate on the Crystal City Potomac Yard Transitway. As part of the Crystal City Sector Planning process, redevelopment opportunities were envisioned throughout Crystal City, with an anticipated addition of 15 million square feet of development by 2050. With the presence of Metrorail Blue and Yellow lines and VRE commuter rail service, and given Crystal City’s rather linear form of development, there will be a need to serve an increase in passengers and to extend the reach of the regional transit services to development throughout the neighborhood. The establishment of a reliable, high-capacity streetcar service with frequent headways and travel times competitive with private automobiles will effectively meet those demands.

Associated Costs and Funding Sources

Projected funding sources include Transportation Investment Fund, state transit capital reimbursement, federal funding and County General Obligation bonds.

CRYSTAL CITY PARKS AND OPEN SPACE

FY2011 – FY2016 CIP

Project Description

In coordination with the timing of associated redevelopment projects abutting the parks, the project provides for the master planning of proposed future improvements to the gateway park at the northern terminus of Crystal Drive and the creation of the 23rd Street Market plaza at the intersection of Clark and Bell Streets. Final design elements of these parks and open spaces will be determined as part of future master planning and design efforts.

Associated Master Plan:

Crystal City Sector Plan (Draft); Public Spaces Master Plan

Neighborhood:

Crystal City residents; Aurora Highlands Civic Association; Crystal City BID

Advisory Commission:

Park and Recreation Commission; Arts Commission

CRYSTAL CITY

Project Strategic Goal

The project will begin to implement the initial anticipated public open spaces recommended in the Crystal City Sector Plan (Draft). The park and plaza will provide diverse recreational opportunities to residents and workers in two distinct areas of Crystal City where redevelopment is anticipated in the near-term.

Project Justification

The Crystal City Sector Planning effort envisions that over time the automobile-oriented neighborhood form will take on a more urban character as a modern, mixed-use area where primary modes of mobility include transit, walking, and bicycling. With additional development in Crystal City, the Plan’s focus is 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 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 information on the timing of the initial redevelopment projects, the 23rd Street Market plaza at the intersection of Clark and Bell Streets and the gateway park at the northern terminus of Crystal Drive are likely to be the first two projects undertaken per the recommendations of the Sector Plan. Initiating the master planning efforts and subsequently the design and construction activities for these spaces, is a critical first step in laying the groundwork for the future Public Open Space network in Crystal City.

Associated Costs and Funding Sources

Projected funding for the initial planning of the open space is anticipated to be County General Obligation bonds.

Fiber Optic Communications Network

Like many municipalities, Arlington County has unique and demanding communications needs. Almost all County employees work with computers at their desks or in their vehicles, and almost all interactions with the public require retrieving, storing, or analyzing electronic information or using information technology to communicate. The individual computers and telephones used by government staff and the public have been linked over telecommunications networks—the systems that connect County employees and residents to resources such as Geographic Information System (GIS) mapping, purchasing, billing, accounting, scanned documents, and public safety communications systems.

In 1998, the County Board approved a franchise agreement with its cable operator (Comcast) that provided for a private fiber optic network connected to most Arlington Government and Arlington Public School (APS) facilities; this Institutional Network, or I-Net, has become the backbone for all County communications. However, the cable franchise agreement that provides the I-Net between County and APS buildings expires on July 1, 2013. At the expiration of the franchise agreement, it is not certain that Comcast will continue to provide fiber for the I-Net. The County and APS must begin planning now to ensure they have options at that time, since replacing that network would be disruptive, time consuming and very costly. In addition, since wireless broadband networking is now also a significant and growing part of County communications, the County must also take steps to ensure that wireless service continues to be available at a reasonable cost, using a range of technologies and, potentially, with options to partner with service providers.

The County's experience demonstrates that a government-owned fiber optic communications network is best suited for its needs, that the County has the ability to successfully operate the network and the most efficient approach to this network is through collaboration governed by a Telecommunications Master Plan (TMP). The TMP will build out a shared, robust fiber optic infrastructure interconnecting facilities in Arlington and is designed to benefit Arlington County Government and Arlington Public Schools as well as being open to aiding other third parties including 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.

6 Year Capital Program Costs (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Fiber Optic Communications Network	9,023	3,932	4,696	3,802	3,802	3,802	29,057

Program Funding Sources (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Federal Grants	9,520	-	-	-	-	-	9,520
County Existing Bond Proceeds	4,084	-	-	-	-	-	4,084
County Transportation Investment Fund	300	300	300	300	300	300	1,800
Bond Issue	-		5,825		1,175		7,000
Schools Local Funds	-	1,997	306	4,350	-	-	6,653
Total Program Funding	13,904	2,297	6,431	4,650	1,475	300	29,057

The County's existing bond proceeds from the 2004 IDA bonds for the Emergency Communications Center are available to offset costs of the OEM Fiber Ring costs.

Operating Costs (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
County Bond Financing Costs (P&I)				408	518	660	1,586
County Maintenance Costs	-	-	-	2,671	2,671	2,671	8,013
Schools Maintenance Costs	-	-	-	1,865	1,865	1,865	5,595
Total Operating Costs	-	-	-	4,944	5,054	5,196	15,194

The Fiber Optic Communications Network is projected to be complete in FY 2016. Effective July 1, 2013, at the expiration of the current Comcast Cable TV Franchise agreement, if the County and APS do not provide their own fiber optic cable network, maintenance costs will be required to provide equivalent fiber connection and are included in the three-year budget forecast as part of the operating costs. Based on the current I-Net estimate, the average cost is \$50,400 yearly per site. Of the total 90 sites, there are 53 County sites and 37 School sites, resulting in a 60% County and 40% Schools allocation. It is assumed that the allocation for County and Schools will be applied to both capital and operating costs. Upon completion of the network in 2016 the maintenance costs above will be reduced.

The project includes cost of construction, fiber, interconnects to facilities as well as electronics to provide network resources to end users. This electronics equipment is attached and interconnects the fiber that is being installed as part of the TMP. Currently, the costing/design costs above only reflect electronics for the Core/Hub sites and for County I-Net sites only.

TELECOMMUNICATIONS MASTER PLAN (TMP)

Project Description

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. It is deliberately designed to benefit Arlington County Government and Arlington Public Schools as well as being open to aiding other third parties including non profit service providers and the Council of Governments National Capital Region Network.

Associated Master Plan:

Telecommunications Master Plan

Neighborhood:

County-wide

COUNTY-WIDE (ALL I-NET SITES)

Project Strategic Goal

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 without abandoning previous investments.

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; 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 can be shared with proper planning.

Associated Costs and Funding Sources

This is an ongoing program as we continue to build out the fiber infrastructure throughout the County Government and Schools. Total capital project costs will include costs to interconnect the fiber to the 90 I-Net sites as well as the electronic components to connect and transmit the data through the fiber.

Effective July 1, 2013, at the expiration of the franchise agreement, it is not certain that Comcast will continue to provide fiber for the I-Net. Instead, maintenance costs will be required to provide equivalent fiber connections, until the County's Fiber Optic Communications Network is functional.

Project Description

This project builds a “fiber optic ring” interconnecting the Public Safety Radio repeater sites such that each site is connected to two of its neighbors. This configuration helps protect against a fiber cut causing an outage. A single cut to the fiber ring would still allow data traffic to travel to all interconnected sites, creating no outage. Two simultaneous cuts (rare) should only impact sites between the two cuts, creating partial outage.

VARIOUS (6 SITES)

Project Strategic Goal

The Public Safety Radio system used by Police, Fire, OEM and others is dependent on a series of repeater sites to provide coverage throughout the County. Currently these sites are interconnected via a microwave system. The microwave system is vulnerable to radio interference, including cranes and construction projects blocking its signal; as a result the system has been experiencing outages that have required significant reconfiguration. This project will establish a robust fiber optic connection between the sites to remediate this problem. The fiber will become the primary pathway; the microwave link will be maintained as a backup.

Project Justification

This project’s importance stands alone based on the critical nature of the Public Safety Radio system. However, the path the OEM Radio Ring fiber takes is not critical. It is only critical that all sites interconnect; as a result, this project supports both the DES Intelligent Traffic System and Telecommunications Master Plan to share fiber path, reducing costs for all three projects.

Associated Costs and Funding Sources

Funding for the OEM fiber ring is available from remaining proceeds of the 2004 IDA bond for the Emergency Communications Center.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

CRITICAL MILESTONES

<i>Phase I</i>	FY 2011
<i>Phase II</i>	FY 2012
<i>Phase III</i>	FY 2014

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.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide

COUNTY-WIDE

Project Strategic Goal

As the current Transportation system ages, technological advancements and increasing desire and need for more active management of the transportation system components makes updated Transportation Operations and Management Systems essential. The Transportation Operations and Management System consists of approximately 275 traffic signals and a Traffic Signal Control System (ACTRA), up to 75 CCTV camera locations, Wireless School Flashers System, Traffic Sensors, Variable Message Signs, Two Transportation Control Centers and computer systems and displays that manage and run these systems. The technological enhancements will be aided by moving the current traffic signal system to fiber optic cabling, enabling the integration of the traffic network with the County's current information network backbone, the I-Net, which will leverage our IT assets and improve reliability through redundancy.

Project Justification

The current twisted-pair (copper) communication system was state of the art when it was installed more than 20 years ago to provide communication between and to traffic signal cabinets and the central control computer. Technological advancements in traffic control devices in both hardware and software areas have placed demands that the existing communication system cannot meet. In addition, new and increasing expectations in daily traffic operations as well as Emergency and Incident Management require additional support from the communications system. Replacement of the twisted-pair communication plant with fiber optic cables will allow for an updated Intelligent Transportation System with a full array of components, including traffic signals, school flashers, CCTV cameras, variable message signs, traffic sensors, and parking management systems.

Associated Costs and Funding Sources

Funding for the Intelligent Transportation System is partially available from existing federal Congestion Mitigation & Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) grants as well as American Recovery and Reinvestment Act (ARRA) grants. Additional funds are being sought through the Transportation Investment Fund, other local funds and future federal grants.

Program Description

The Washington Metropolitan Area Transit Authority (WMATA/Metro) is a unique federal-state-local partnership formed to provide mass transit service to the Washington Metropolitan region. Since 2004, WMATA has utilized a multi-year funding strategy, the Metro Matters Agreement, to fund its capital improvements. This agreement expired in 2010 and a new Capital Funding Agreement for FY 2011 – FY 2016 was finalized in July, 2010. The County's 6-year funding commitment for Metro's capital program supports the rehabilitation of the 30 plus year old system infrastructure and the replacement of the 1000 series railcars.

Master Plan Impact

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
METRO	12,900	13,100	13,300	13,500	13,800	14,100	80,700
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Recommendation	12,900	13,100	13,300	13,500	13,800	14,100	80,700

Cost Estimate Footnote:

PROGRAM FUNDING SOURCES (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Other Funding							
Total Outside Revenue	3,000	3,000	3,200	3,500	4,000	4,000	20,700
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	20,000		20,000		20,000		60,000
Total Funding Sources	23,000	3,000	23,200	3,500	24,000	4,000	80,700

BOND FINANCING IMPACT (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	1,400	1,780	3,384	3,712	5,264

CAPITAL CONTRIBUTION

CRITICAL MILESTONES

N/A

Project Description

The proposed six year Metro capital program is mainly focused on critical ‘state of good repair’ investments, including:

- National Transportation Safety Board (NTSB) recommendations
- Replacement of the 300 oldest rail cars
- Rehabilitation of oldest segments of the rail system
- Replacing dilapidated bus garages

Extension /enhancement projects are limited.

Associated Master Plan:

Transit Master Plan

Neighborhood:

All

Advisory Commission:

Transit Advisory Committee;
Transportation Commission

COUNTY-WIDE

Project Strategic Goal

The goal of this project is to support, through annual contributions, Metro’s rehabilitation and modernization of the rail and bus infrastructure to better meet mass transportation needs throughout the metropolitan region.

Project Justification

The Adopted Capital Funding Agreement, the successor to the Metro Matters capital program, consists of \$5 billion of critical system projects necessary to maintain the bus, rail 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 adopted six year program 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. Arlington’s base share of the program is \$80 million, with the potential for an increase in jurisdictional contributions based on annual updates to the Agreement.

Capital Contribution

CAPITAL COST SCHEDULE (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	12,900	13,100	13,300	13,500	13,800	14,100	80,700
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	12,900	13,100	13,300	13,500	13,800	14,100	80,700

Notes on Cost Estimates

Overall program funding request is based on Arlington's anticipated share of the project cost, less state transportation grants expected over the 2-year bond funding cycle.

FUNDING SCHEDULE (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	3,000	3,000	3,200	3,500	4,000	4,000	20,700
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	3,000	3,000	3,200	3,500	4,000	4,000	20,700
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	20,000	-	20,000	-	20,000	-	60,000
Total County Contribution	20,000	-	20,000	-	20,000	-	60,000
Total Funding Sources	23,000	3,000	23,200	3,500	24,000	4,000	80,700

Notes on Funding Schedule

Bonds are proposed because Metro's infrastructure has very long useful life.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

Arlington's share of incremental operating costs related to Metro's capital program will be determined as projects are finalized.

Transportation Initiatives

The FY 2011-2016 Transportation Capital Improvement Program (CIP) represents a balanced program of transportation projects including pedestrian, bicycle, transit and complete streets initiatives. The transportation CIP totals approximately \$382 million over the next six years; this does not include funding prior to FY11. The projects and core programs will help provide the infrastructure needed to support the transportation needs of the residents, commercial businesses and visitors of Arlington County. The program has been developed based upon a prioritizing process that reflects the goals and objectives identified in the recently adopted elements of Arlington's Master Transportation Plan as well as other County planning efforts.

The primary source of funding for this program is the Transportation Investment Fund, 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. In FY 2011 and FY 2012, this funding will be used on a pay-as-you-go (PAYG) basis. Beginning in 2013, the plan assumes revenue bonds, supported by the Transportation Investment Fund, will be issued. The Transportation Investment Fund is supplemented by County PAYG and general obligation bonds, as well as state and federal revenues. As part of the FY 2011 operating budget adoption, the Board added \$1 million to PAYG funding for bicycle and pedestrian initiatives. Funding is often blended to provide the necessary resources to plan, design, construct and maintain our transportation system. In this particular CIP, there is an assumption that the County will be successful in obtaining federal Small Starts funding for the Columbia Pike Streetcar project and other significant federal funding for the Crystal City transportation improvements.

The CIP provides information on individual projects and an estimate of required funding. As state and federal funding changes on a year to year basis, the Transportation Program must remain flexible and scalable to take advantage of years when outside revenue is high as well as years where less is available to supplement local funding. It also must be flexible in its ability to put forward projects specifically compatible with the state or federal grant programs available in any given year. This transportation CIP, while focused on immediate large capital projects like the Rosslyn Metro Station Access Improvements, Columbia Pike Streetcar and Crystal City Infrastructure Improvements, also provides funding for ongoing traffic signage, pedestrian, and bicycle programs, as well as smaller "Complete Streets" and transit projects that will have an impact on the community.

As summarized in the tables and pages that follow, the CIP presents a project plan for expenditure of funds currently available to the County (Transportation Investment Fund, local PAYG and bonds, and federal and state transportation 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.

6 Year Capital Program Costs (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Complete Streets	13,345	11,250	22,300	22,100	25,600	25,450	120,045
Transit	12,121	13,181	27,356	46,106	48,856	24,155	171,775
Local Initiatives	2,900	100	3,100	100	4,900	100	11,200
Crystal City Transportation Infrastructure*	300	2,400	5,350	24,600	38,250	20,080	90,980
Total Program Cost	28,666	26,931	58,106	92,906	117,606	69,785	394,000

*See Crystal City section of CIP for detailed description and funding breakdown of all Crystal City projects, including parks.

Program Funding Sources (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Revenue from the Commonwealth	3,174	3,626	4,461	10,321	12,121	10,201	43,904
Federal Funds	3,220	1,900	15,000	22,400	26,900	10,900	80,320
Transportation Investment Fund PAYG	16,722	19,655	11,895	15,085	21,785	11,835	96,977
Revenue Bonds			21,000	35,000	29,000	32,039	117,039
Tax Increment/Other Tax Source				8,350		3,060	11,410
County PAYG	1,750	1,750	1,750	1,750	1,750	1,750	10,500
County Bond Issue	3,800		4,000		26,050		33,850
Total Program Funding *	28,666	26,931	58,106	92,906	117,606	69,785	394,000

* Includes Transportation portion of Fiber Project, as well as some Transportation Maintenance Capital.

**Transportation Investment Fund
Fund Balance (000s)
FY 11-16**

	FY11	FY12	FY13	FY14	FY15	FY16
Estimated Beginning Balance	41,061	27,443	197	2,261	1,730	(4,938)
Revenues:	18,390	18,390	18,941	19,699	20,487	21,306
Expenditures:						
Program Admin	(315)	(318)	(321)	(325)	(328)	(331)
Existing Debt Service	(662)	(662)	(661)	(662)	(662)	(661)
Projected Debt Service				(1,643)	(4,381)	(6,649)
Current Year PAYG	(16,722)	(19,655)	(11,895)	(15,085)	(21,785)	(11,835)
Spending for Projects Authorized in Prior Years	(12,000)	(25,000)	(4,000)			
Contingency	(2,309)			(2,516)		
Subtotal	(32,008)	(45,635)	(16,878)	(20,230)	(27,155)	(19,477)
Ending Balance:	27,443	197	2,261	1,730	(4,938)	(3,109)
Reserve:	2,500	2,500	2,500	2,500	2,500	2,500

Transportation Funding Plan (000s)																																			
Program	Site Plan Commitments	Previous Funding ³	FY 11 (000s)				FY 12 (000s)				FY 13 (000s)				FY 14 (000s)				FY 15 (000s)				FY 16 (000s)				Funding Through 2016	Total Project Cost							
			Comm. Real Estate Tax	County	Fed	State	Total FY 11	Comm. Real Estate Tax	County	Fed	State	Total FY 12	Comm. Real Estate Tax	County	Fed	State	Total FY 13	Comm. Real Estate Tax	County	Fed	State	Total FY 14	Comm. Real Estate Tax	County	Fed	State			Total FY 15	Comm. Real Estate Tax	County	Fed	State	Total FY 16	
Complete Streets																																			
¹ Columbia Pike Streets	-	\$5,150	\$2,000	-	-	-	\$2,000	\$2,000	-	-	-	\$2,000	\$11,000	-	\$2,000	-	\$13,000	\$12,000	-	\$2,000	-	\$14,000	\$14,000	-	\$2,000	-	\$16,000	\$15,850	-	\$2,000	-	\$17,850	\$70,000	\$70,000	
Rosslyn Area Street Improvements	\$80	\$0	-	-	-	\$0	\$100	-	-	-	\$100	\$100	-	-	-	\$100	\$500	-	-	-	\$500	\$500	-	-	-	\$500	\$500	-	-	-	\$500	\$1,780	TBD		
ART House Street Improvements	-	\$50	\$200	-	-	-	\$200	\$300	-	-	-	\$300	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	\$550	\$550		
^{1,7} Ballston-Rosslyn Arterial Street Improvements: Wilson Blvd./Clarendon Blvd. and Fairfax Dr.	-	\$4,320	\$1,250	-	-	-	\$1,250	\$500	-	-	-	\$500	\$500	-	-	\$500	\$500	-	-	-	\$500	\$500	-	-	-	\$500	\$500	-	-	-	\$500	\$8,070	\$11,820		
¹ Improvements to Major Travel Corridors Outside Principal Business Districts-Lee Hwy., Washington Blvd., Arlington Blvd., Glebe Rd., Old Dominion Dr. and George Mason Dr.	-	\$6,240	\$2,200	\$600	\$500	\$500	\$3,800	\$2,300	\$600	\$500	\$500	\$3,900	\$500	\$600	\$1,000	\$500	\$2,600	\$500	\$600	\$1,000	\$500	\$2,600	\$500	\$600	\$1,000	\$500	\$2,600	\$500	\$600	\$1,000	\$500	\$2,600	\$24,340	\$20,740	
EFC Streets	-	-	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	\$500	-	-	-	\$500	\$500	-	-	-	\$500	\$1,000	TBD	
⁷ WALK Arlington	-	\$1,225	\$200	\$600	\$1,000	\$350	\$2,150	\$200	\$100	\$1,000	\$350	\$1,650	\$250	\$600	\$1,000	\$350	\$2,200	\$250	\$100	\$400	\$350	\$1,100	\$250	\$600	\$400	\$350	\$1,600	\$250	\$100	\$400	\$350	\$1,100	\$11,025	\$10,425	
⁷ Bike Arlington	-	\$255	\$10	\$500	\$420	\$100	\$1,030	\$10	-	\$400	-	\$410	\$10	\$500	\$1,000	-	\$1,510	\$10	-	\$1,000	-	\$1,010	\$10	\$500	\$1,000	-	\$1,510	\$10	-	-	\$10	\$5,735	\$5,735		
⁷ Regional Bike Sharing	-	\$350	\$200	\$200	-	-	\$400	-	\$200	-	-	\$200	-	\$200	-	-	\$200	-	\$200	-	-	\$200	-	\$200	-	-	\$200	-	\$200	-	-	\$200	\$1,750	\$2,400	
^{6,7} Regulatory/Parking/Destination Signage	-	\$1,100	\$225	\$130	-	-	\$355	\$200	\$130	-	-	\$330	\$200	\$130	-	-	\$330	\$200	\$130	-	-	\$330	\$200	\$130	-	-	\$330	\$200	\$130	-	-	\$330	\$3,105	\$2,505	
^{1,8} Fiber Project (Transportation)	-	\$9,220	\$300	-	\$300	-	\$600	\$300	-	-	-	\$300	\$300	-	-	-	\$300	\$300	-	-	-	\$300	\$300	-	-	-	\$300	\$300	-	-	-	\$300	\$11,320	\$19,280	
⁷ Streetlight Energy Efficiency	-	\$1,000	-	\$500	-	-	\$500	-	\$500	-	-	\$500	-	\$500	-	-	\$500	-	\$500	-	-	\$500	-	\$500	-	-	\$500	-	\$500	-	-	\$500	\$4,000	\$4,000	
^{1,6,7} Transportation Systems and Traffic Signals	-	\$1,049	\$1,000	\$60	-	-	\$1,060	\$1,000	\$60	-	-	\$1,060	\$1,000	\$60	-	-	\$1,060	\$1,000	\$60	-	-	\$1,060	\$1,000	\$60	-	-	\$1,060	\$1,000	\$60	-	-	\$1,060	\$7,409	\$7,409	
TOTAL COMPLETE STREETS	\$80	\$29,959	\$7,585	\$2,590	\$2,220	\$950	\$13,345	\$6,910	\$1,590	\$1,900	\$850	\$11,250	\$13,860	\$2,590	\$5,000	\$850	\$22,300	\$15,260	\$1,590	\$4,400	\$850	\$22,100	\$17,760	\$2,590	\$4,400	\$850	\$25,600	\$19,610	\$1,590	\$3,400	\$850	\$25,450	\$150,084	\$154,864	
Transit⁴																																			
^{1,2,9} Rosslyn Metro Station Access Improvements	\$5,000	\$39,744	\$2,000	-	\$1,000	\$500	\$3,500	\$3,180	-	-	\$795	\$3,975	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	\$0	\$0	\$52,219	\$49,924	
Columbia Pike Streetcar	-	\$3,764	\$1,200	-	-	\$300	\$1,500	-	-	-	\$0	\$0	\$10,000	\$10,000	\$2,500	\$22,500	\$23,000	-	\$15,000	\$5,750	\$43,750	\$25,000	-	\$15,000	\$6,250	\$46,250	\$16,189	-	-	\$4,047	\$20,236	\$138,000	\$138,000		
⁷ ART Fleet	-	\$12,404	\$2,100	-	-	\$525	\$2,625	\$0	-	-	\$0	\$0	\$1,800	-	-	\$450	\$2,250	\$1,800	-	-	\$450	\$2,250	\$2,000	-	-	\$500	\$2,500	\$2,800	-	-	\$700	\$3,500	\$25,529	\$25,529	
ART House	-	-	\$3,000	-	-	\$750	\$3,750	\$5,600	-	-	\$1,400	\$7,000	\$2,000	-	-	\$500	\$2,500	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	\$0	\$13,250	\$20,000		
Fairfax Dr. Sidewalk, Ped, and Bus Stop Improvements (Ballston Station area)	-	\$400	\$400	-	-	\$100	\$500	\$1,640	-	-	\$410	\$2,050	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	\$0	\$2,950	\$2,950		
^{6,7} Bus Stop and Shelter Program	-	\$1,034	-	\$60	-	\$15	\$75	\$40	\$60	-	\$25	\$125	-	\$60	-	\$15	\$75	-	\$60	-	\$15	\$75	-	\$60	-	\$15	\$75	-	\$60	-	\$15	\$75	\$1,534	\$1,534	
Transit ITS and Plan	-	\$138	\$25	-	-	\$6	\$31	\$25	-	-	\$6	\$31	\$25	-	-	\$6	\$31	\$25	-	-	\$6	\$31	\$25	-	-	\$6	\$31	\$25	-	-	\$6	\$31	\$324	\$324	
Pentagon City Pedestrian Tunnel Restoration	-	\$660	\$112	-	-	\$28	\$140	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	\$0	\$800	\$800		
EFC Metro Study	-	-	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	-	-	-	-	\$0	\$250	-	-	\$63	\$313	\$313	\$500	
TOTAL TRANSIT	\$5,000	\$94,075	\$8,837	\$60	\$1,000	\$2,224	\$12,121	\$10,485	\$60	\$0	\$2,636	\$13,181	\$13,825	\$60	\$10,000	\$3,471	\$27,356	\$24,825	\$60	\$15,000	\$6,221	\$46,106	\$27,025	\$60	\$15,000	\$6,771	\$48,856	\$19,264	\$60	\$0	\$4,831	\$24,155	\$240,199	\$244,842	
Local Initiatives																																			
Neighborhood Traffic Calming (NTC)	-	-	-	\$400	-	-	\$400	-	\$100	-	-	\$100	-	\$400	-	-	\$400	-	\$100	-	-	\$100	-	\$400	-	-	\$400	-	\$100	-	-	\$100	\$1,500	\$3,000	
Match for Federal & State Funding	-	-	-	\$2,500	-	-	\$2,500	-	-	-	-	\$0	-	\$2,500	-	-	\$2,500	-	-	-	-	\$0	-	\$2,500	-	-	\$2,500	-	-	-	\$0	\$7,500	\$15,000		
Shirlington Rd. Bridge Renovation	-	-	-	-	-	-	\$0	-	-	-	-	\$0	-	\$200	-	-	\$200	-	-	-	-	\$0	-	\$2,000	-	-	\$2,000	-	-	-	\$0	\$2,200	\$2,200		
Crystal City																																			
⁵ Street and Transit Work Pre-Plan & Phase 1	-	\$3,200	\$300	-	-	-	\$300	\$2,260	-	-	\$140	\$2,400	\$5,210	-	-	\$140	\$5,350	\$10,000	-	-	\$3,000	\$3,250	\$16,250	\$6,000	\$20,000	\$7,500	\$4,500	\$38,000	\$5,000	-	\$7,500	\$4,520	\$17,020	\$82,520	\$93,850
TOTAL CIP PROGRAMS	\$5,080	\$124,034	\$16,722	\$5,550	\$3,220	\$3,174	\$28,666	\$19,655	\$1,750	\$1,900	\$3,626	\$26,931	\$32,895	\$5,750	\$15,000	\$4,461	\$58,106	\$50,085	\$1,750	\$22,400	\$10,321	\$84,556	\$50,785	\$27,550	\$26,900	\$12,121	\$117,356	\$43,874	\$1,750	\$10,900	\$10,201	\$66,725	\$481,803	\$511,556	

1. Projects have existing federal or state funding.
2. Projects include developer contributions that may not be available until projects are complete.
3. Includes funding prior to FY 11 from federal, state and local funding sources.
4. Transit Capital Reimbursement numbers in the state column are estimates. Funding amounts will change based on actual annual reimbursements.
5. See Crystal City Section of CIP for detailed breakout of all funding sources, which also includes other tax sources and parks.
6. See Maintenance Capital section of CIP for description of maintenance capital projects using County Funds.
7. Ongoing program. Total cost is the estimate of the six-year need for this planning period.
8. See Fiber Section of CIP for detailed description and funding sources for the entire project.

COMPLETE ARLINGTON STREETS

Program Description

One of the three general policies in the County Board adopted the Master Transportation Plan (MTP) Goals and Policies document is to “support the design and operation of complete streets.” This CIP category focuses on multimodal projects integrated with adjacent community uses. Projects in this program range from intersection or interchange improvements, to new street links, to major corridor reconstruction. Although the focus is on major streets in commercial and mixed-use areas, neighborhood street improvements are also included in this category.

Master Plan Impact

Master Transportation Plan, Pedestrian Master Plan, Bikeway Master Plan, Transit Master Plan, Underground Utilities Guidelines

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Columbia Pike Complete Streets	2,000	2,000	13,000	14,000	16,000	17,850	64,850
2 Rosslyn Area Multimodal Improvements	-	100	100	500	500	500	1,700
3 ART House Street Improvements	200	300	-	-	-	-	500
4 Ballston-Rosslyn Arterial Street Improvements	1,250	500	500	500	500	500	3,750
5 Improvements to Major Travel Corridors Outside Principal Business Districts	3,800	3,900	2,600	2,600	2,600	2,600	18,100
6 East Falls Church Streets	-	-	-	-	500	500	1,000
7 WALKArlington Program	2,150	1,650	2,200	1,100	1,600	1,100	9,800
8 BikeArlington	1,030	410	1,510	1,010	1,510	10	5,480
9 Regional Bike Sharing	400	200	200	200	200	200	1,400
10 Destination Parking Signage & Regulatory Signage	355	330	330	330	330	330	2,005
11 Fiber Project - Transportation	600	300	300	300	300	300	2,100
12 Streetlight Energy Efficiency	500	500	500	500	500	500	3,000
13 Transportation Systems and Traffic Signals	1,060	1,060	1,060	1,060	1,060	1,060	6,360
Total Program Cost	13,345	11,250	22,300	22,100	25,600	25,450	120,045

Cost Estimate Footnote:

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	950	850	850	850	850	850	5,200
Federal Revenue	2,220	1,900	5,000	4,400	4,400	3,400	21,320
Transportation Investment Fund	7,585	6,910	2,860	3,260	3,760	3,760	28,135
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Tax Increment/Other Tax Source	-	-	-	-	-	-	-
Revenue Bonds	-	-	11,000	12,000	14,000	15,850	52,850
PAYG	1,590	1,590	1,590	1,590	1,590	1,590	9,540
GO Bond Issue	1,000		1,000		1,000		3,000
Total Funding Sources	13,345	11,250	22,300	22,100	25,600	25,450	120,045

BOND FINANCING IMPACT (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	70	89	169	186	263

COLUMBIA PIKE COMPLETE STREETS

CRITICAL MILESTONES

<i>Design Initiation</i>	Fall 2008
<i>Design Completion</i>	Fall 2011
<i>Construction Initiation</i>	Summer 2013
<i>Construction Completion</i>	Summer 2016
<i>Project Completion</i>	Fall 2016

Project Description

This project is 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 a consistent five-lane streetscape cross-section with center/median left-turn lanes and improved pedestrian facilities and amenities will improve the efficiency and safety of all travel modes.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Columbia Heights West, Columbia Forest, Barcroft, Alcovia Heights, Douglas Park, Arlington Heights, Penrose, Columbia Heights, Arlington View, Columbia Pke Revitalization Organization

Advisory Commission:

Transit Advisory Committee, Transportation Commission

COLUMBIA PIKE FROM SOUTH JOYCE STREET TO THE FAIRFAX LINE

Project Strategic Goal

This corridor is a focus of commercial /retail activity, serving as South Arlington's Main Street and 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 216,000 transit passengers per day. This reconstruction will improve traffic and transit operations and will support increasing the transit capacity.

Project Justification

This project will provide for the reconstruction of Columbia Pike (including preliminary engineering, detailed design, land acquisition and construction funding) for the entire length of the corridor within Arlington County. The construction of a consistent five-lane streetscape cross-section along the corridor will improve the efficiency and safety of all travel modes. The project will convert Columbia Pike into a "complete street" with center median/left-turn lanes, improved facilities for pedestrians (including improved sidewalks, crosswalks and other amenities), transit (including improved bus shelters and other amenities), improved traffic signalization, etc.

Associated Costs and Funding Sources

Total Project Cost: \$70 million

The project has existing federal secondary aid and local match funding. Additional Transit Investment Fund, state and federal funding will be used to complete this project.

ROSSLYN AREA MULTIMODAL IMPROVEMENTS

CRITICAL MILESTONES

<i>Plan Completion</i>	TBD
<i>Begin Implementation</i>	TBD

Project Description

The draft Rosslyn Multimodal Transportation Plan is recommending a number of "complete streets" improvements in the Rosslyn area, including converting Fort Myer Drive from one-way to two-way operation over the next 5-10 years, providing an additional corridor connecting the Rosslyn and Courthouse areas by upgrading Fairfax Drive and 15th Street into complete arterial streets, and improving intersections such as Fort Myer Drive / 19th Street to enhance pedestrian safety and traffic operations, and applying the complete streets philosophy throughout Rosslyn.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Rosslyn

Advisory Commission:

Transportation Commission

ROSSLYN

Project Strategic Goal

This project is intended to reposition Rosslyn's street network to be an attractive and highly functional environment for employers and their employees, hotel guests and residents.

Project Justification

The Rosslyn street network serves as a major gateway to Arlington from the regional road network (I-66, Lee Highway, GW Parkway, Arlington Blvd., Rt. 110, Key Bridge). This network is a legacy of the 1960's and 70's and has a number of deficiencies. As Rosslyn redevelops, new offices, hotels, residences and shops are being constructed. The Waterview complex was recently completed and Turnberry Towers project is under construction. Two additional major mixed-use development projects were recently approved for Rosslyn Central Place. Other large Rosslyn projects are in the planning stages.

These developments will bring many more pedestrians onto the sidewalks of Rosslyn as more people live, work and shop there. The transportation system in Rosslyn will need to accommodate 14,000 additional workers and thousands of additional hotel guests and residents by 2030. Most of the additional travel generated by the new development will be accommodated by means other than single-occupant vehicles. The street network will have to accommodate a fifty percent increase in trip-making across all modes of travel with the majority of trips involving a walking trip. The complete streets improvements in Rosslyn are needed to safely accommodate the increased pedestrian, bicycle and transit activity as Rosslyn is transformed from an automobile-oriented office complex into a walkable urban center.

Associated Costs and Funding Sources

Total Project Cost: Not yet determined

Once the Rosslyn Multimodal Transportation Plan is completed, the scope and total cost will be better defined. Funding is anticipated to come primarily from the Transportation Investment Fund, with supplemental federal and state funding if necessary. The project is anticipated to require funding beyond FY 2016.

ART HOUSE STREET IMPROVEMENTS

CRITICAL MILESTONES

<i>Design Initiation</i>	Fall 2009
<i>Design Completion</i>	Summer 2010
<i>Construction Initiation</i>	Spring 2011
<i>Construction Completion</i>	Summer 2011
<i>Project Completion</i>	Fall 2011

Project Description

The street improvement project will upgrade the street frontages along South Eads Street, 32nd Street South and Jefferson Davis Highway (Route 1) to reflect the initiatives of the Complete Streets program.

Enhancements to the street frontages will include wider sidewalks, street trees, crosswalks, ADA compliant ramps and upgraded parking meters. The project will also include undergrounding the existing above ground utilities. South Eads Street will be narrowed to provide northbound and southbound bicycle lanes, street trees, wider sidewalks, parallel street parking, upgraded lighting features and multi-meter parking meters. The street frontages of Jefferson Davis Highway (Route 1) and 32nd Street South will receive upgraded sidewalks, landscaping and ADA compliant ramps.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Aurora Highlands

Advisory Commission:

Transportation Commission

2900 AND 2910 JEFFERSON DAVIS HIGHWAY

Project Strategic Goal

Arlington County recently acquired two parcels (2900 and 2910 Jefferson Davis Highway) in Crystal City to accommodate the future ART House operations and maintenance facility. The street improvements adjacent to these parcels will provide safer crossings for pedestrians, better bicycle accommodations and better organize the transportation modal uses of the area. Upgrades for the parcel will include replacement of existing sidewalks, landscaping and underground the existing utilities along South Eads Street and Jefferson Davis Highway (Route 1) frontages of the ART House operations and maintenance facility.

Project Justification

The existing streetscape surrounding the ART House operations and maintenance facility contains substandard sidewalks, non-compliant ADA ramps and substandard street trees. Both the Jefferson Davis Highway (Route 1) and 32nd Street South street frontages are in need of improved sidewalks and street trees in preparation to accommodate the needs of the future ART House operations and maintenance facility upgrades. South Eads Street must be narrowed to incorporate the initiatives of the Complete Streets program, which will accommodate northbound and southbound bicycle lanes, street trees, wider sidewalks, parallel street parking, upgraded lighting and multi-meter parking meters when possible.

Associated Costs and Funding Sources

The total project cost is \$550,000.

Funding will come from the Transportation Investment Fund.

BALLSTON-ROSSLYN ARTERIAL STREET IMPROVEMENTS

CRITICAL MILESTONES

All Phases

On-going

Project Description

Projects are located on Clarendon Blvd, Wilson Blvd, Clarendon Circle, Fairfax Drive and nearby intersecting streets. Projects include improved intersection 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 with consideration 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.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Lyon Village Citizens Assoc. Lyon Park Citizens Assoc., N. Rosslyn Civic Assoc., Radnor/Ft. Myer Heights Civic Assoc., Ballston Virginia Square Civic Assoc., Ashton Heights Civic Assoc., Clarendon –Courthouse Civic Assoc.

Advisory Commission:

Transportation Commission

BALLSTON-ROSSLYN CORRIDOR

Project Strategic Goal

These multi-year projects will improve the functionality of travel by all modes and address the infrastructure gaps that have not been provided by private development or are anticipated to be part of future development within the next 10 years.

Project Justification

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. The focus will be on areas where the oldest and most outdated pedestrian infrastructure and street conditions exist. Projects will rebuild streets as “Complete Streets” where all modes of transportation and street elements are accommodated typically from building face to building face. The transportation benefit will be the ability of this corridor to handle a 45% increase in person trips by 2030 and improve conditions for the current +90,000 workers and +40,000 residents.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$3.75 million.

This set of projects will be funded with a combination of Transportation Investment Funds, state and federal monies as appropriate. Projects are anticipated to require funding beyond FY 2016.

IMPROVEMENTS TO MAJOR TRAVEL CORRIDORS OUTSIDE PRINCIPAL BUSINESS DISTRICTS

CRITICAL MILESTONES

All Phases **On-Going Program**

Project Description

Near-term projects include construction of left-turn lanes at N. Glebe Road/Lee Hwy intersection, pedestrian improvements along Old Dominion Drive from the North Glebe Road to Fairfax County line and design and construction of pedestrian and bicycle facilities along Washington and Arlington Boulevards.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Multiple Neighborhoods

Advisory Commission:

Transportation Commission

LEE HIGHWAY, WASHINGTON BOULEVARD, ARLINGTON BOULEVARD, GLEBE ROAD, OLD DOMINION DRIVE AND GEORGE MASON DRIVE

Project Strategic Goal

These projects improve access for residents and commuters traveling to Arlington's business districts where many small retail centers are located. This program will enhance the overall performance of these corridors through selective improvements such as new turn lanes and signals. The projects will also enable more efficient bus service and improve accessibility for pedestrians and bicyclists.

Project Justification

Arlington has about 30 miles of primary travel corridors, including the following streets: Arlington Boulevard, Glebe Road, Lee Highway, Washington Boulevard, Wilson Boulevard, George Mason Drive, Carlin Springs Road, Old Dominion Drive and Walter Reed Drive, that are used by most of the travelling public within the County. Although these corridors have some commercial frontages, they are largely outside of the County's primary commercial districts and have generally received only minimal public and private investment in recent years. In particular need are upgrades to the traffic signal system, left-turn lanes, accessible walking routes, adequate transit stops, curbside parking and loading areas and safe accommodations for bicycling. Moreover, many of the streets do not relate well to the adjacent land uses and the neighborhoods within which they are located.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this program is expected to be \$18.1 million. This includes an additional \$600,000 annually over the proposed CIP from the ongoing \$1 million that the Board added to the FY 2011 PAYG budget for bicycle and pedestrian initiatives.

This set of projects will be funded with a combination of Transportation Investment Funds and state and federal monies as appropriate. Projects are anticipated to require funding beyond FY 2016.

EAST FALLS CHURCH STREETS

CRITICAL MILESTONES

All Phases

On-going

Project Description

The program will implement upgrades identified in the East Falls Church Area Plan to certain area streets including Sycamore Street, Washington Boulevard and Lee Highway. Only conceptual design of the upgrades has been undertaken. The initial funding will permit more advanced planning and engineering to take place.

Associated Master Plan:

East Falls Church Area Plan

Neighborhood:

Arlington-East Falls Church

Advisory Commission:

Planning Commission and Transportation Commission

VARIOUS STREETS IN THE EAST FALLS CHURCH AREA

Project Strategic Goal

The East Falls Church program will reconstruct portions of the primary streets within the East Falls Church area to create a new urban village community centered around the existing East Falls Church Metrorail station. Improvements are needed to enhance safety and convenience of access to transit for pedestrians and bicyclists and to manage the vehicular traffic that may be generated by the planned area redevelopment.

Project Justification

Arlington is working with the City of Falls Church, VDOT and WMATA to complete a transportation and land use study for the area around the East Falls Church Metrorail station. The intent is to identify measures that can be implemented to achieve more transit-oriented-development on and around the existing station. The existing streets around the station are designed almost exclusively for private automobile use and are difficult for pedestrians and bicyclists to safely use. The area plan has identified improvements to enhance the primary arterial streets in the East Falls Church station vicinity. The street improvements are to address existing street deficiencies and to permit planned area redevelopment to occur without degrading the adjacent residential areas.

Associated Costs and Funding Sources

Total Project Cost: Once the plan is finalized more detailed cost estimates will be developed. The program is anticipated to be funded primarily through Transportation Investment Fund revenues and by developer contributions.

WALKARLINGTON PROGRAM

CRITICAL MILESTONES

All Phases **On-going**

Project Description

WALKArlington funds four types of projects:

- Arterial street sidewalk upgrades
- Transit-access improvements
- Safe routes to schools enhancements
- 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. The program focuses primarily on arterial streets and commercial areas which are generally not covered by the Neighborhood Conservation program. WALKArlington will also address some projects in neighborhood areas that are important for school or transit access but have not qualified under the NC program.

Associated Master Plan:

Master Transportation Plan Pedestrian Element

Neighborhood:

County-wide

Advisory Commission:

Transportation Commission,
Pedestrian Advisory Committee

COUNTY-WIDE

Project Strategic Goal

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 network fully accessible for all users, improving pedestrian safety, and increasing walking across the County.

Project Justification

Arlington 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 the mobility and accessibility for all persons and
- 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 currently discourage many residents and local workers from walking more often. A deficient pedestrian environment also discourages some persons from using transit services, as traditionally most transit trips are accessed by foot. If Arlington can increase walking and transit travel shares it can simultaneously address traffic congestion, energy and environmental sustainability concerns and improve public health.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$9.8 million.

The program is anticipated to be funded with a combination of Transportation Investment Fund, state and federal sources. In addition, the County Board acted on April 24, 2010 to dedicate an ongoing \$1.0 million to transportation; specifically to bike and pedestrian initiatives, and \$100,000 of that amount has been added annually to the WALKArlington program

BIKEARLINGTON

CRITICAL MILESTONES

All Phases

On-going

Project Description

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
- bike network 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, Parks, Recreation & Cultural Resources (PRCR) and Transportation Engineering & Operations (TE&O) to achieve multiple long-term infrastructure and operational goals that span multiple departments and constituencies.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Regional Impact

Advisory Commission:

Transportation Commission, Bicycle Advisory Committee

COUNTY-WIDE

Project Strategic Goal

The BikeArlington program makes physical enhancements to Arlington's bicycle infrastructure, including trails and streets. The intent of the program is to complete the bicycle network, improve network safety, and provide intuitive and easy to understand wayfinding and traffic control. The program provides safe and convenient bike parking and ultimately increases the number of riders and their riding frequency to make bicycle usage a more significant travel mode.

Project Justification

Arlington 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 the mobility and accessibility for all persons and
- enhancing environmental sustainability

In order to achieve these goals, Arlington's bicycle network will have to be substantially improved through capital projects to complete missing sections, address safety concerns and significantly improve its usability. Problems with Arlington's current bicycle network, such as incomplete segments and confusing or missing wayfinding information and the perception of danger from vehicular traffic currently discourages many residents and local workers from using them for regular transportation. If Arlington can increase its bicycle travel share it can simultaneously 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 the private development to create a more cohesive and functional bikeway system.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$5.48 million.

The program is anticipated to be funded with a combination of Transportation Investment Fund, state and federal sources.

REGIONAL BIKE SHARING

CRITICAL MILESTONES

All phases

On-going

Project Description

Bike-sharing provides an on-street fleet of bicycles at a network of unattended locations (“stations”), where individuals use a smartcard or credit card to check-out a bicycle at their origin station and return it to their destination station. Annual, monthly, and daily subscriptions will be 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 will be maintained throughout the day to ensure safety as well as distributed to ensure availability at all stations. The Arlington network of stations will be connected to stations in D.C. and, in the future, stations in jurisdictions throughout the region. D.C. will be riding Arlington’s bike-sharing service contract, so bikes can go back and forth between jurisdictions.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Regional impact

Advisory Commission:

Bicycle Advisory Committee,
Transportation Commission, Planning
Commission

VARIOUS LOCATIONS

Project Strategic Goal

The goal of bike-sharing, or bicycle transit, is to fill a niche in the provision of public transit in an economical, healthy, and eco-friendly way.

Project Justification

In an effort to improve the mobility of Arlingtonians and visitors in a clean, green, 21st century manner, DES is introducing bike-sharing into the County. Bike-sharing 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 bike-sharing service will be one of the first in North America.

Arlington’s bike-sharing service will begin with 103 bikes and 13 stations in Crystal City and Pentagon City. With one of the best networks of bicycle facilities on the East Coast, we estimate 5 trips/bike/day on the bike fleet which equates to about 515 trips/day or 188,000 trips/year.

Bike-sharing has multiple benefits, which include:

- extending the reach of the local and regional transit network with improved first-mile/last mile connectivity to bus and rail
- serving as a highly economical mode of transit when considering per person subsidy
- providing on-demand transportation with minimal waiting time
- improving public health through increased physical activity
- relieving pressure on the overburdened rail network
- decreasing traffic congestion
- improving air quality
- encouraging private bicycle use due to safety in numbers
- improving quality of life

Associated Costs and Funding Sources

Total Project Cost: The capital and first year operation costs are being funded through a State grant, one-time DES and Commuter Services infusion, and a partnership with the Crystal City BID. In addition, Transportation Investment Funds are anticipated to fund this program. In addition, the County Board acted on April 24, 2010 to dedicate an ongoing \$1.0 million to Transportation; specifically to bike and pedestrian initiatives, and \$200,000 of that amount has been added to the regional bike sharing program annually.

DESTINATION PARKING SIGNAGE & REGULATORY SIGNAGE

CRITICAL MILESTONES

All Phases

On-going

Project Description

This project will allow for the installation of new destination, parking, and regulatory signage along major streets and corridors. This includes bicycle guide signage along on-street bicycle routes throughout the County. New parking directional (wayfinding) signs will be installed in select areas. Signage to maximize the variety of curb space uses in commercial areas, including time of day uses and multimeter installations, will be installed. Other destination, parking, and regulatory signage will be installed as the need arises.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide Impact

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

Transportation signage provides users of all modes the information necessary for safe and efficient operations. Destination signage directs vehicles, pedestrians, and bicyclists to general areas and specific locations along preferred routes. Parking signage directs vehicles to available parking locations in an area. Regulatory signage ensures that the rules of the road are clearly conveyed to all users.

Project Justification

As Arlington becomes a denser working and living environment, it is critical to manage the curb space and provide clear signage to help motorists, bicyclists and pedestrians find their way around. The current curb environment is a confusing collection of uses and it is important that we carefully reexamine what uses are best suited for the specific blocks, notably in the Rosslyn-Ballston and Jefferson Davis corridors. The program will install new regulatory, warning and guide signs for vehicle, bike and pedestrian traffic using current standards and specifications. Recent changes to the Manual of Uniform Traffic Control Devices have new recommendations regarding many signs the County installs on a regular basis. In addition, some of the residential permit parking signs throughout the neighborhoods are faded and require replacement and existing incandescent traffic signal signs will be changed to LEDs to upgrade the old worn out, broken and damaged signs.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$2.005 million.

The plan to install new signs is funded with Transportation Investment Funds in the amount of \$200,000 to \$225,000 annually, and maintenance capital (replacement of existing signage) is funded through PAYG at \$30,000 annually. On April 24, 2010, the Board added an ongoing \$1 million to the FY 2011 PAYG budget for bicycle and pedestrian initiatives, and \$100,000 of that amount has been added to the parking and regulatory signage program annually.

STREETLIGHT ENERGY EFFICIENCY

Project Description

We are deploying the latest state of the art intelligent LED streetlight technology on our major corridors in Arlington. The County has already tested these LED streetlights in five small areas with good results. Arlington County owns approximately 3800 decorative streetlights and about 400 traffic signal cobra lights.

Associated Master Plan:

N/A

Neighborhood:

N/A

Advisory Commission:

N/A

COUNTYWIDE

Project Strategic Goal

Conversion of these conventional streetlighting systems to intelligent LED lighting systems would yield approximately savings of 50% in electricity. The new LED streetlighting system will be environmentally friendly and will be in compliance with dark sky requirements and standards.

Project Justification

The County has 11,680 streetlights with a mix of styles. In addition, the County owns approximately 400 lights installed at the traffic signals and approximately 3800 decorative streetlights. Almost all of these streetlights are based on outdated and inefficient high pressure sodium technology. The existing County streetlight systems are very expensive to operate; the County is expecting to pay \$2.6 million in electricity costs for street lights in FY 2010. To save on these costs the County will replace and retrofit the existing street light systems with state of the art Intelligent LED Streetlight Systems. This change could potentially save the County up to 50 percent of its power consumption for street lights. The estimated savings in electricity costs in FY 2011 is \$375,000. In the outyears, the goal is to work with Dominion Virginia Power to convert to more energy efficient lighting and/or County ownership.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$3.0 million, which is primarily being funded from PAYG.

In FY 2011, County funding will be supplemented by federal funding from the Energy Efficiency and Conservation Block Grant (EECBG) in the amount of \$500,000.

TRANSPORTATION SYSTEMS AND TRAFFIC SIGNALS

CRITICAL MILESTONES

All Phases

On-going

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 LED Signal Heads.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Various

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

As the current Transportation system ages and the need for active traffic management increases, effective, operational and up-to-date Transportation Operations and Management Systems including hardware and software are essential. The Transportation Operations and Management System consists of approximately 280 traffic signals and a Traffic Signal Control System (ACTRA), up to 75 CCTV camera locations, Wireless School Flasher System, Traffic Sensors, Variable Message Signs, Two Transportation Control Centers and computer systems and displays that manage and run these systems.

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 in the areas of active Traffic management and Emergency / Incident Management System used to support these initiatives, the systems need to be updated and replaced. 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.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$6.36 million.

The capital portion of this program is anticipated to be funded with Transportation Investment Funding. Capital maintenance funding is included in the PAYG budget at \$60,000 annually.

TRANSIT CAPITAL PROGRAM

Program Description

The Arlington Transit Capital Program includes projects to upgrade station facilities and access in the WMATA Metrorail system. The program also includes major new surface transit improvements such as the Crystal City Potomac Yard Transitway and the Columbia Pike Streetcar. The County's local transit system, Arlington Transit (ART), also has projects to upgrade and expand the bus fleet, add on-site CNG fueling and a light maintenance facility to the ART House, improve bus stops and shelters, and deploy Intelligent Transportation Systems (ITS) technology for performance and customer information enhancements.

Master Plan Impact

Implementation of the transit capital improvements will provide the necessary new and improved infrastructure to support the goals and objectives of the Transit Element in the Master Transportation Plan.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Rosslyn Station Access Improvements	3,500	3,975	-	-	-	-	7,475
2 ART House	3,750	7,000	2,500	-	-	-	13,250
3 ART Fleet	2,625	-	2,250	2,250	2,500	3,500	13,125
4 Columbia Pike Streetcar	1,500	-	22,500	43,750	46,250	20,236	134,236
5 Bus Stop and Shelter Program	75	125	75	75	75	75	500
6 Fairfax Drive Sidewalk and Bus Stop Improvements (Ballston Station Area Improvements)	500	2,050	-	-	-	-	2,550
7 Pentagon City Pedestrian Tunnel Restoration	140	-	-	-	-	-	140
8 ITS Planning & Implementation	31	31	31	31	31	31	186
9 East Falls Church Metro Study	-	-	-	-	-	313	313
Total Program Cost	12,121	13,181	27,356	46,106	48,856	24,155	171,775

Cost Estimate Footnote:

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	2,224	2,636	3,471	6,221	6,771	4,831	26,154
Federal Revenue	1,000	-	10,000	15,000	15,000	-	41,000
Transportation Investment Fund	8,837	10,485	3,825	1,825	12,025	3,075	40,072
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Tax Increment/Other Tax Source	-	-	-	-	-	-	-
PAYG	60	60	60	60	60	60	360
Revenue Bond Issue	-	-	10,000	23,000	15,000	16,189	64,189
Total Funding Sources	12,121	13,181	27,356	46,106	48,856	24,155	171,775

BOND FINANCING IMPACT (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)				1,470	1,869	4,327

ROSSLYN STATION ACCESS IMPROVEMENTS

CRITICAL MILESTONES

<i>Complete Design and Bid Documents</i>	Spring 2010
<i>Award Contract</i>	July 2010
<i>Begin Construction</i>	Sept. 2010
<i>Complete Construction</i>	March 2013
<i>Open New Entrance</i>	April 2013

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.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Rosslyn, North Rosslyn

Advisory Commission:

Transit Advisory Committee, Transportation Commission

CENTRAL PLACE PLAZA BETWEEN N. MOORE & N. LYNN STREETS

Project Strategic Goal

This project will improve access, egress, and safety for the growing number of transit users at the Rosslyn Metrorail station. A new entrance with additional access/egress capacity to the station is needed to support the approved higher density redevelopments occurring adjacent to and near the station.

Project Justification

The County Board approved the Central Place site plan with the condition that the new entrance to Rosslyn Metro station would be constructed and opened by the date that the office building of Central Place opens. 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 prevailing market conditions, JBG has delayed the Central Place Project and, though originally planned for concurrent construction with the new Metro entrance, the County will proceed with its construction of the new entrance ahead of and independent of Central Place in order to take advantage of what is a favorable construction market.

Associated Costs and Funding Sources

Total Project Cost: Estimated \$44 million

The project costs will be covered by federal, state, local, and private funds. Funding sources for the design phase to be completed in FY 10 consist of \$3.8M of WMATA (Transit Infrastructure Investment Funds) and other local funds. State funding totals \$12.8 million in state transit reimbursement. Federal funds total \$4.45 million available and another \$1 million in an anticipated FY11 federal earmark. Developer contributions of \$5 million are anticipated from two developers, but these funds will not be available until completion of construction. The remainder of the funds will come from the County's Transportation Investment Fund.

ART HOUSE

CRITICAL MILESTONES

<i>Community Meetings</i>	Spring/Fall 2010
<i>Phase 1 Design</i>	Winter 2010
<i>Begin Phase 1 Construction</i>	Spring/Summer 2011
<i>Complete Construction</i>	Spring/Summer 2012
<i>Open for Use</i>	Fall 2012

Project Description

This project will result in the development of administrative and operations offices, a 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. The initial phase will include site improvements on 2900 Jefferson Davis Highway, utilities, a CNG fueling station and a bus wash facility. Subsequent phases will include the maintenance facility and permanent offices.

Associated Master Plan:

Master Transportation Plan and Transit Element

Neighborhood:

Potoma Yard, Aurora Highlands and Arlington Ridge

Advisory Commission:

Transportation Commission, Transit Advisory Committee

2900 AND 2910 JEFFERSON DAVIS HIGHWAY

Project Strategic Goal

Provide a local administrative, operations and maintenance facility for the Arlington Transit (ART) bus services.

Project Justification

Arlington Transit (ART) is making a transition from a circulator bus service to a more full service operation. Since 2005, the County's bus service 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 services this past fiscal year (2010) ART may reach 2 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 operations were based at a facility located outside Arlington. The purchase and development of the ART House sites will provide the essential foundation Arlington Transit 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 conceptual plans that will move into design and construction of a Phase 1 implementation in FY 2011.

Associated Costs and Funding Sources

Total Project Cost: \$6.0 million, Phase I

This phase of the ART House project will be funded with local TIF and state capital reimbursement grant funds. The cost for subsequent phases, which would include a maintenance facility and an operations office, is approximately \$14.0 Million. There is partial funding for these phases included in this CIP, but additional funding will be necessary outside of this six-year planning horizon.

ART FLEET

CRITICAL MILESTONES

<i>12 new 30 ft. buses in service</i>	FY 2011
<i>3 new buses in service</i>	FY 2012
<i>Order and receive 5 new buses</i>	FY 2013/2014
<i>Order and receive 5 new buses</i>	FY 2015/2016

Project Description

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 the reliability and accessibility of the ART fleet. At that time the ART fleet consisted of 35 light duty body on chassis vehicles that generally had a useful life of four years. The fleet conversion program will completely replace the 35 light duty vehicles by fiscal year 2012. Bus purchase in FY 2012 and beyond will expand the ART fleet beyond the current 35 vehicles.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Transit Advisory Committee

THROUGHOUT COUNTY

Project Strategic Goal

Replace older light-duty vehicles with heavy-duty, low floor transit buses that will significantly improve the reliability, accessibility and the seating capacity of ART service. Provide for growth in the ART fleet to improve the span and frequency of existing services and for new routes as provided in the Transit Element of the Master Transportation Plan and the six-year Transit Development Plan.

Project Justification

Arlington Transit (ART) is making a transition from a circulator bus service to a more full service operation. Since the introduction in 2005 of the ART 41, the first route serving the primary transit network, Arlington Transit has experienced an average annual growth of 16% in ridership. In FY 2009 ART carried more than 1.4 million passengers, and is projected to reach 2 million passengers for FY 2010. The new vehicles are better designed for the number of revenue hours or miles of service necessary for the level of service ART is providing and will better serve disabled passengers. The Transit Element of the Master Transportation Plan and the six-year Transit Development Plan, scheduled to be adopted by the Board in 2010, provide a framework for improvements to the current route services, span and frequency, and new route services. The expansion of the ART fleet which will begin in FY 2012 will allow for future improved services.

Associated Costs and Funding Sources

Total Project Cost: This is an ongoing program; the capital costs for this six-year period are estimated to be \$13.125 million.

Most of the ART fleet program will be funded by Transportation Investment Funds and state capital reimbursement grants.

COLUMBIA PIKE STREETCAR

Project Description

As a result of a local alternative analysis, the County Boards for Arlington and Fairfax Counties approved a preferred alternative which will deploy a 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; power, control and communication systems; and a maintenance facility. It also includes the purchase of 11 streetcar vehicles. 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 in the timeframe of this six-year CIP.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Columbia Heights West, Columbia Forest, Barcroft, Alcova Heights, Douglas Park, Arlington Heights, Penrose, Columbia Heights, Arlington View, Columbia Pke Revitalization Organization

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

COLUMBIA PIKE FROM PENTAGON TO COUNTY LINE

Project Strategic Goal

The Columbia Pike Streetcar is a joint project with Fairfax County to provide a high capacity, enhanced surface transit system connecting Skyline in the Bailey's Crossroads area of Fairfax County through Arlington County along Columbia Pike to the Pentagon City Metrorail station.

Project Justification

Columbia Pike today is the most heavily utilized 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 Main Street, while at the same time Fairfax County is planning for the future redevelopment of the Bailey's Crossroads 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 additional redevelopment, there is a critical need for an enhanced transit service along the Columbia Pike corridor with a connection to the existing Metrorail system. This high capacity, enhanced transit service is necessary to better serve 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 streetcar. Some of the existing commuter and local bus services would remain in service.

Associated Costs and Funding Sources

Total Project Cost: Arlington County's share of this project is estimated to be \$138 million.

It is anticipated that the cost of the Columbia Pike Streetcar will be funded by Transportation Investment Funds, state capital reimbursement grants, and federal Small Start grant funds. In the first year of service, operational costs are expected to be approximately \$5 million.

BUS STOP AND SHELTER PROGRAM

Project Description

The County will use program funding to replace old existing bus stop signs and shelters, make repairs when needed, and make other improvements for safety, accessibility, and passenger comfort to various bus stops throughout the County.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

THROUGHOUT COUNTY

Project Strategic Goal

This is a program for installation of new bus stops and shelters and ongoing capital maintenance of bus stops throughout the County. The program will help insure that bus stops are kept in good condition, and remain safe, attractive, and comfortable for transit users.

Project Justification

The good condition of bus stops and shelters is an important factor in encouraging public transit use. This program will help construct new bus stop shelters and other improvements at existing or new bus stop locations.

In addition, the County funds its bus stop and shelter maintenance capital program through PAYG. This money is supplemented by State grants. The average cost of a shelter replacement is \$7,000. Some shelters in the County have been in place for over 30 years, compared to a 20-year useful life. Bus stops require repairs and upgrades to keep them safe, accessible, and attractive. The ongoing capital maintenance program also provides for new bus stops and shelters when vandalism or other damage requires immediate remediation.

Associated Costs and Funding Sources

Total Project Cost: The six year cost for this on-going program is expected to be \$575,000.

The maintenance capital portion of this program is funded by PAYG at a level of \$60,000 annually. This money is supplemented annually by a state grant in the amount of \$15,000. Additionally, new shelters will be funded in FY 2012 by the Transportation Investment Fund at \$40,000.

FAIRFAX DRIVE SIDEWALK AND BUS STOP IMPROVEMENTS (BALLSTON STATION AREA IMPROVEMENTS)

CRITICAL MILESTONES

<i>Complete Concept Plan</i>	July 2010
<i>Complete Environmental Documentation & Prelim Engineering</i>	Jan. 2011
<i>Execute Agreement with WMATA</i>	Jan. 2011
<i>Complete Design and Construction Bid Documents</i>	June 2011
<i>Award Construction Contract</i>	Dec. 2011

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.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Ballston - Virginia Square

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

FAIRFAX DRIVE AT N STUART STREET

Project Strategic Goal

This project will provide needed capacity upgrades at the Ballston Metrorail Station bus stops, and improve pedestrian circulation and visitor experience near the Metrorail station entrance, to meet existing and anticipated future transit demand.

Project Justification

Modifications to the Ballston Metrorail Station area are needed at the public plaza and bus passenger waiting areas to improve pedestrian circulation and relieve crowded conditions. Additional bicycle parking capacity is required to support increased bicycle access and sharing. 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 the 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. Furthermore, the Virginia Department of Rail and Public Transportation is exploring additional bus service on Interstate 66, potentially including a bus rapid transit system, with Ballston being an important station on such a system. 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.

Associated Costs and Funding Sources

Total project cost is estimated to be \$2.95 million, and is being funded with a combination of Transportation Investment Funds and state funding.

PENTAGON CITY PEDESTRIAN TUNNEL
RESTORATION

CRITICAL MILESTONES

<i>Complete Design and Construction Documents</i>	May 2010
<i>Complete Agreement with WMATA</i>	May 2010
<i>Complete Permitting and Begin Construction</i>	July 2010
<i>Complete Construction</i>	Jan. 2011
<i>Open to Public</i>	Feb. 2011

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 deteriorated lighting and electrical system, 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. Communications and electrical systems will be tied to the Metro station with monitors at the station kiosk.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Pentagon City, Aurora Highlands

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

SOUTH HAYES STREET & 12TH STREET SOUTH

Project Strategic Goal

This project involves repair and upgrade activities to open a previously constructed but unused entryway to improve pedestrian safety and convenience in accessing the Pentagon City Metro Station.

Project Justification

Built in 1984 and owned by the County, the tunnel was to have provided safe access directly from this area 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. The tunnel will improve pedestrian safety by reducing pedestrian/vehicle conflict points.

Associated Costs and Funding Sources

Total Project Cost: \$0.8 Million

Previously approved funding totals \$660,000 in local bonds and state reimbursement grants. Additional funding of \$112,000 in County TIF and \$28,000 in state reimbursement funds is sought in the FY11 CIP.

ITS PROGRAM PLANNING & IMPLEMENTATION

CRITICAL MILESTONES

Ongoing Program

Project Description

The envisioned ITS system will establish a wireless mesh network for communications among transit vehicles, traffic signals and control centers to improve performance and reliability as well as safety.

Associated Master Plan:

Master Transportation Plan;
Telecommunications Master Plan

Neighborhood:

County-wide

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

THROUGHOUT COUNTY

Project Strategic Goal

Arlington Transit is currently developing a concept Intelligent Transportation System (ITS) on the Columbia Pike corridor. This program would provide for the extension of that technology to the Secondary Transit Network through deployment in the ART fleet and bus shelters. The same ITS technology will be extended throughout the Primary Transit Network as part of the Complete Streets arterial program and through deployment in Metro and ART buses and shelters. An initial plan will be developed.

Project Justification

Transit vehicles operate along congested primary and secondary roadways. The transit ITS program will improve reliability and performance allowing vehicles to move through congested intersections with signal priority or preemption. The mesh 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.

Associated Costs and Funding Sources

Total Project Cost: Initial cost estimate is \$350,000 to \$400,000 to plan, develop and deploy ITS technology for the ART buses and heavily used bus stops.

Transportation Investment Fund monies and state transit reimbursement are currently programmed for this project. Staff will seek state and federal grants to leverage local funding.

EAST FALLS CHURCH METRO STUDY

Project Description

Funding is only shown for the planning and engineering phase of the project. It is anticipated the construction project would include improvements to arterial streets and intersections near the East Falls Church Metrorail Station to increase safety and convenience for pedestrians and bicyclists accessing the station. It is also anticipated that a new station entrance would be constructed at the west end of the platform, connecting to Washington Boulevard. As part of site redevelopment, reconfiguring and enhancing bus bays would be included.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Arlington-East Falls Church

Advisory Commission:

Transit Advisory Committee,
Transportation Commission

SYCAMORE STREET NEAR WASHINGTON BOULEVARD

Project Strategic Goal

This project supports the County goals of promoting transit-oriented development as well as improving access to transit stations, particularly for pedestrians and bicyclists. The East Falls Church station area is an emerging hub of development in Arlington County and the City of East Falls Church.

Project Justification

New development is anticipated at the East Falls Church Metrorail Station parking lot as well as to the northwest of the station in Arlington County and the City of Falls Church. Improvements are needed to expand the reach of the station to serve the new development, particularly for people accessing the station on foot or by bicycle. Redevelopment on the station site is likely to reduce the amount of commuter parking, so bus facility enhancements will be needed to provide an alternate means of accessing the station. East Falls Church currently has heavy bicycle mode of access; this trend should be supported through improved bicycle accommodation at the station and on roads approaching the station. The Virginia Department of Rail and Public Transportation is exploring expanding bus service along Interstate 66, potentially including a bus rapid transit system. East Falls Church would be an important station along such a system. East Falls Church Station will be the westernmost transfer point between the Orange and Silver Metrorail Lines, beginning in 2013. Therefore, this station is expected to serve high volumes of transferring passengers, necessitating capacity improvements.

Associated Costs and Funding Sources

Total Project Cost: The total planning and engineering cost is anticipated to be \$500,000.

Funding is assumed to come from Transportation Investment funds and state transit capital reimbursement.

LOCAL INITIATIVES

Program Description

Local Initiatives targets projects in areas of the County outside of the principal business districts. It provides funding for the Neighborhood Traffic Calming Program, Shirlington Road Bridge and provides the match to leverage federal and state funding for projects outside the commercial areas.

Master Plan Impact

Master Transportation Plan

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Neighborhood Traffic Calming	400	100	400	100	400	100	1,500
2 Transportation Match	2,500	-	2,500	-	2,500	-	7,500
3 Shirlington Road Bridge Renovation	-	-	200	-	2,000	-	2,200
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	2,900	100	3,100	100	4,900	100	11,200

Cost Estimate Footnote:

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Federal Revenue	-	-	-	-	-	-	-
Transportation Investment Fund	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Tax Increment/Other Tax Source							
PAYG	100	100	100	100	100	100	600
GO Bond Issue	2,800		3,000		4,800		10,600
Total Funding Sources	2,900	100	3,100	100	4,900	100	11,200

BOND FINANCING IMPACT (IN \$1,000S)

Bond Financing Cost (P&I)	203	258	505	556	917	991
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NEIGHBORHOOD TRAFFIC CALMING (NTC)

CRITICAL MILESTONES

All Phases **On-going**

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.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Neighborhood Traffic Calming Committee (NTCC)

COUNTY-WIDE

Project Strategic Goal

The goal of traffic calming projects include the reduction of travel speeds and improved pedestrian and bicyclist safety on local streets within Arlington neighborhoods.

Project Justification

Traffic Calming Measures are devices that can be placed in the roadway to alert and remind drivers of the 25 mph 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 have shown speed reductions of up to seven miles per hour.

Associated Costs and Funding Sources

Total Project Cost: There are approximately 80 qualified projects waiting to be selected and are in the range of \$175,000 - \$200,000 per project.

Funding is assumed to come from County Bond and PAYG.

TRANSPORTATION MATCH

Project Description

Federal and State sources typically require a local matching contribution to secure the funding. The matching percentage varies by funding source. Every dollar invested in this program is leveraging additional funding.

Associated Master Plan:

Transportation

Neighborhood:

County-wide

Advisory Commission:

Transportation Commission

COUNTY-WIDE

Project Strategic Goal

This program leverages State and Federal funds which require the County to provide a local matching contribution to the project. The majority of the projects are for transit improvements and transportation projects.

Project Justification

This \$7.5 million program, along with Transportation Investment Funds, is anticipated to leverage over \$50 million in Federal and State funds for transportation. Some of the projects have multiple funding sources including Transportation Investment Funds, and federal, state, and local funds.

Associated Costs and Funding Sources

Total Project Cost: This is an ongoing program, with an average annual need of \$1.25 million annually.

Funding is assumed to come from County Bond. The funding is anticipated to match state revenue sharing grants, federal secondary aid, safety and enhancement grants, federal earmarks and other grant funds.

SHIRLINGTON ROAD BRIDGE RENOVATION

CRITICAL MILESTONES

<i>Begin Design</i>	Summer 2013
<i>Begin Construction</i>	Fall 2015
<i>Complete Construction</i>	Fall 2016

Project Description

The project will retrofit or replace the existing bridge to provide dedicated bike and pedestrian facilities, which will provide more convenient and safer access to Shirlington and between the three trails. This should increase usage on the trails and remove an existing obstacle for safe and appealing bike and pedestrian access between the villages of Nauck and Shirlington.

Associated Master Plan:

N/A

Neighborhood:

Nauck, Shirlington

Advisory Commission:

Transportation Commission

SHIRLINGTON VILLAGE

Project Strategic Goal

This project will relieve a critical pedestrian and bicycle chokepoint at the convergence of three bicycle/pedestrian trails. The existing bridge along Shirlington Road over Four Mile Run does not provide adequate bicycle or pedestrian facilities, and it inhibits safe and efficient flow of pedestrian and bicycle traffic between and across the three trails, and into Shirlington, which is a key attraction.

Project Justification

Renovation of the Shirlington Bridge will provide an important link between three existing bike and pedestrian trails which converge in the Shirlington and Nauck communities, and also will provide an important bike and pedestrian connection between the villages of Nauck and Shirlington. The provision of safe and comfortable facilities will increase usage of the trails and will provide a welcome connection for traffic on the trails to reach commercial centers in the villages of Nauck and Shirlington.

Associated Costs and Funding Sources

Total Project Cost: \$2.2 million.

Funding is assumed to come from County Bond.

Water & Sewer Infrastructure

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 water pollution control meets model discharge standards.

As with any utility, water and sewer services require extensive capital investment to maintain and periodically upgrade the existing infrastructure. In addition, Federal and State regulations relating to water and sewer treatment require a considerable infrastructure investment level for local governments nationwide. Given Arlington's location in the Chesapeake Bay area and an aging system, significant investment has been required in recent years, particularly for the Master Plan 2001 project at Arlington's Water Pollution Control Plant, which will be completed in FY 2011.

DES staff is working on an update to the Water Master Plan, with an evaluation of the age and condition of the water distribution system. The costs associated with improvements will be available in time for the FY 2013 CIP.

Costs associated with these programs are funded through the Utility Fund, supported largely by water and sewer rates.

6 Year Capital Program Costs (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Capital Maintenance	5,601	8,266	9,296	8,976	9,119	8,894	50,152
Water Distribution System	6,000	3,150	3,150	3,150	3,350	3,300	22,100
Sanitary Sewer System Improvements	3,050	2,750	2,800	1,800	1,850	1,850	14,100
WPCP Non-expansion Capital	2,424	3,170	2,900	3,200	2,565	2,440	16,699
WPCP Expansion Capital	37,938	27,000	-	-	-	-	64,938
Total Program Cost	55,013	44,336	18,146	17,126	16,884	16,484	167,989

Program Funding Sources (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Revenue from the Commonwealth	3,863	-	-	-	-	-	3,863
Developer Contribution	3,050	4,900	4,950	4,950	5,200	5,150	28,200
Other Funding	10,779	3,809	306	306	306	306	15,812
Commonwealth Loan Funds	4,495	-	-	-	-	-	4,495
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	9,558	12,070	12,890	11,870	11,378	11,028	68,794
Existing Bonds	46,825	-	-	-	-	-	46,825
Bond Issue	-	-	-	-	-	-	-
Total Program Funding	78,570	20,779	18,146	17,126	16,884	16,484	167,989

WATER DISTRIBUTION SYSTEM

Program Description

The Water Distribution System Program provides enhancements to the water system, increases system capacity, and improves water delivery. These projects ensure the water system maintains adequate capacity to support residential and commercial growth. Infrastructure availability fees paid by developers, utility user fees, and also General Obligation bonds fund these projects. The water distribution system contains approximately 500 miles of water mains.

Master Plan Impact

The majority of the projects are identified in the 1992 Master Plan. DES staff is working on an update to the Water Master Plan with an evaluation of the age and condition of the water distribution system and the costs associated with improvements will be available in time for the FY 2013 CIP.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The bonds shown in this plan were included on the 2008 referenda but have not been issued.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Glebe Road - Old Glebe Rd to Williamsburg Blvd	4,000	-	-	-	-	-	4,000
2 Gravity Transmission Mains	800	1,000	1,000	1,000	1,000	1,000	5,800
3 Improvements for Development	300	300	300	300	300	300	1,800
4 Fairfax/Falls Church Interconnect	600	600	600	600	600	600	3,600
5 Reservoir Supply Phase II (Williamsburg Boulevard)	-	950	950	950	950	400	4,200
6 Columbia Pike - Wakefield to Oakland	300	300	300	300	-	-	1,200
7 North Harrison Street	-	-	-	-	500	1,000	1,500
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	6,000	3,150	3,150	3,150	3,350	3,300	22,100

Cost Estimate Footnote:

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	1,000	2,650	2,650	3,150	3,350	3,300	16,100
Other Funding							
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	1,000	500	500	-	-	-	2,000
Bond Issue	4,000	-	-	-	-	-	4,000
Total Funding Sources	6,000	3,150	3,150	3,150	3,350	3,300	22,100

BOND FINANCING IMPACT (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	280	356	397	386	376

Water Distribution System

GLEBE ROAD - OLD GLEBE RD TO WILLIAMSBURG BLVD

Water & Sewer Infrastructure
FY2011 – FY2016 CIP

CRITICAL MILESTONES

(25% Prelim. Design) (April 30, 2010)
(Utility Relocation) (August 27, 2010)
(Final Design/Bid) (November 30, 2010)
(Start Construction) (February 2011)
(End Construction) (November 2011)

Project Description

This project will construct a new 36-inch water main in North Glebe Road from Old Glebe Road to Williamsburg Boulevard. This project was formerly called Phase 3 of the Reservoir Supply Main project and was planned for the out years in the previously Adopted CIP. The project has been moved forward after the failure of the water main in November 2009.

Associated Master Plan:

Water Master Plan

Neighborhood:

Old Glebe, Stafford-Albemarle-Glebe, Rock Spring

Advisory Commission:

N/A

Project Strategic Goal

The goal of this project is to provide a parallel water main for a major water transmission line to meet future demand and provide redundancy.

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.

Glebe Road - Old Glebe Rd to Williamsburg Blvd

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	4,000	-	-	-	-	-	4,000
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	4,000	-	-	-	-	-	4,000

**Notes on
Cost Estimates**

\$2M has been made available from existing PAYG funds for this project. This additional \$4M of GO Bonds brings the total funding to \$6M. Estimates are planning level costs and will be further refined during engineering.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	4,000	-	-	-	-	-	4,000
Total County Contribution	4,000	-	-	-	-	-	4,000

**Notes on Funding
Schedule**

The \$4M in this CIP will be funded solely by General Obligation (GO) Bonds. These bonds were on the 2008 referenda, but were not issued at that time.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	-
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

**Notes on
Operating Costs**

This project will add a small amount of water main to the County's overall mileage and therefore have little if any impact on operating costs.

SANITARY SEWER SYSTEM

IMPROVEMENTS

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 December 2002.

Bond Financing Notes

There are no bonds associated with this project.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 North Abingdon Street, Wilson Blvd to N. Carlyn Springs Rd.	800	-	-	-	-	-	800
2 Columbia Pike Sewers	-	500	500	500	500	500	2,500
3 Potomac Interceptor Phase 2	1,000	1,000	1,000	1,000	1,000	1,000	6,000
4 Improvements for Development	150	150	200	200	250	250	1,200
5 Stub Elimination Program	100	100	100	100	100	100	600
6 Potomac Interceptor Phase 3	1,000	1,000	1,000	-	-	-	3,000
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Program Cost	3,050	2,750	2,800	1,800	1,850	1,850	14,100

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	2,050	2,250	2,300	1,800	1,850	1,850	12,100
Other funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	1,000	500	500	-	-	-	2,000
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	3,050	2,750	2,800	1,800	1,850	1,850	14,100

BOND FINANCING IMPACT (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	-	-	-	-	-

WPCP NON-EXPANSION CAPITAL

Program 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 operational efficiency. Plant Non-expansion Capital also funds the capital portion of Arlington's pro-rata share of improvements to the DCWASA Blue Plains Plant for the portion of the County's sewer treated there.

Master Plan Impact

The program's mission is to safely and economically process wastewater and hazardous waste materials for a healthy environment for all to live. The primary objective is to protect the public health and environment through the cost-effective treatment and disposal of wastewater generated in Arlington County.

Bond Financing Notes

There are no bonds associated with this project.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 WPCP Non-expansion Capital	1,923	2,150	1,800	1,800	1,800	1,800	11,273
2 Blue Plains Capital Improvements	401	920	1,000	1,300	665	540	4,826
3 Improvements to Eads St Property	100	100	100	100	100	100	600
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	2,424	3,170	2,900	3,200	2,565	2,440	16,699

Cost Estimate Footnote:

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other Funding (Interjurisdictional Partners)	327	365	306	306	306	306	1,916
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	2,097	2,805	2,594	2,894	2,259	2,134	14,783
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	2,424	3,170	2,900	3,200	2,565	2,440	16,699

BOND FINANCING IMPACT (IN \$1,000s)

	FY11	FY12	FY13	FY14	FY15	FY16
Bond Financing Cost (P& I)	-	-	-	-	-	-

WPCP EXPANSION CAPITAL

Program Description

The Master Plan 2001 Update is a multi-year program to expand and upgrade the Water Pollution Control Plant to reliably meet effluent standards, minimize the environmental impact on the Potomac River and the Chesapeake Bay, as well as meet future needs from County growth. The gravity filter project will retrofit existing gravity filters with a solids removal technology that would require little to no coagulant chemical to remove the solids to ensure the new effluent filters peak operational performance.

Master Plan Impact

The Plant Master Plan 2001 Update directly supports Arlington's Vision. The Plan provides for intelligent planning to secure a world class facility that enhances attractive residential neighborhoods, and promotes an environmentally friendly, sustainable community. The Gravity Filter project is necessary to mitigate external bypasses beyond what MP01 was designed to manage as identified by potential upcoming requirements from regulatory authorities.

Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The bonds shown in this plan appeared on the 2008 referenda but were not issued at that time. Bonds in the amount of \$2.6 million are anticipated to be issued in FY 2011 for design of the gravity filter retrofit, and \$23.6 million will be issued in FY 2012 for construction of the project.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 WPCP Master Plan 2001 Update	34,938	-	-	-	-	-	34,938
2 Gravity Filter	3,000	27,000	-	-	-	-	30,000
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	37,938	27,000	-	-	-	-	64,938

Cost Estimate Footnote:

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

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	3,863	-	-	-	-	-	3,863
Developer Contribution	-	-	-	-	-	-	-
Other Funding (IJ)	10,312	3,443	-	-	-	-	13,755
Commonwealth Loan Funds	4,495	-	-	-	-	-	4,495
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	42,825	-	-	-	-	-	42,825
Total Funding Sources	61,495	3,443	-	-	-	-	64,938

BOND FINANCING IMPACT (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	2,998	3,811	4,249	4,137	4,026

WPCP MASTER PLAN 2001 UPDATE

CRITICAL MILESTONES

<i>Begin CP-1 & CP-2</i>	Sep-06
<i>Complete CP-1</i>	Fall 2010
<i>Complete CP-2</i>	Spring 2011

Project Description

The Master Plan 2001 Update is a multi-year program to expand and upgrade the Water Pollution Control Plant to reliably meet new effluent standards, minimize the environmental impact on the Potomac River and the Chesapeake Bay, as well as meet future needs from County growth.

Associated Master Plan:

WPCP Master Plan 2001 Update

Neighborhood:

Aurora Highlands, Arlington Ridge, Arlington Ridge Terrace

Advisory Commission:

Environment & Energy Conservation Commission

3402 S. GLEBE ROAD

Project Strategic Goal

The WPCP Master Plan 2001 (MP01) Expansion and Upgrade Project will provide additional plant capacity, reliability, and redundancy, and will also allow the Arlington plant to reduce total nitrogen to the current grant and pending permit limit of 3mg/L. This represents a major commitment to protecting water quality and aquatic life in the Chesapeake Bay. The Project contains the following major elements: program and construction management services, multiple construction packages. The 2 largest construction contracts are currently underway with Construction Package 1 (CP-1) including the construction of two new Equalization Tanks and a new Biofilter facility, and CP-2 including the construction of two new aeration tanks and three new secondary clarifiers.

Project Justification

In April 2001, the Master Plan 2001 Update was developed to address external bypasses, new and foreseen regulations, aging infrastructure, and capacity requirements. The capital improvements outlined by the Plan provide for the goal of significantly reducing wet-weather external bypasses, increased redundancy, a capacity sufficient for existing and future flows to approximately 2015-2020, and a positive environmental impact for Four Mile Run, the Potomac River, and the Chesapeake Bay. The current estimate of all improvements is \$568 million, including contingency. In FY2007 the County was awarded a grant from the Department of Environmental Quality (DEQ) Water Quality Improvement Fund that will fund the portion of the project costs for Enhanced Nutrient Reduction in the amount of \$96 million. At the time of the grant award, it was not guaranteed that the full \$96 million would be received due to funding uncertainties at the state level. To date the County has received approximately \$91 of the \$96 million, and we are projecting the WQIF Grant funding at the full \$96 million, or 17% of the total cost. The ratepayers' share totals 69 percent and Interjurisdictional Partners' share totals the remaining approximately 15 percent. The sources of funding other than the grant and IJ partners come from both low interest rate loans from the DEQ Water Facilities Revolving Loan Fund (VRLF) and General Obligation bond financing.

1 WPCP Master Plan 2001 Update

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	5,969	-	-	-	-	-	5,969
Land Acquisition	-	-	-	-	-	-	-
Construction	28,969	-	-	-	-	-	28,969
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	34,938	-	-	-	-	-	34,938

Notes on Cost Estimates

The total MP01 Project budget is \$568 million.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Commonwealth Revenue	3,863	-	-	-	-	-	3,863
Developer Contributions	-	-	-	-	-	-	-
Other Funding (IJ)	9,929	-	-	-	-	-	9,929
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	4,495	-	-	-	-	-	4,495
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	16,651	-	-	-	-	-	16,651
Total Funding Sources	34,938	-	-	-	-	-	34,938

Notes on Funding Schedule

Other funding includes WQIF Grant revenue and Inter-Jurisdictional (IJ) revenue for each IJ Partner's upgrade portion of MP01 costs, which is based on the Partner's reserve capacity and upgrade portion of each contract.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	1,400	1,500	1,600	1,750	1,914	2,094
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	1,400	1,500	1,600	1,750	1,914	2,094
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	1,400	1,500	1,600	1,750	1,914	2,094

Notes on Operating Costs

New operating costs include a net increase in utilities costs for new equipment which will be partially offset by reductions resulting from the updating of interior building lighting, and for additional chemical costs associated with the Master Plan 2001 project.

GRAVITY FILTER

CRITICAL MILESTONES

<i>Approval to proceed</i>	Summer 2010
<i>Design Completion</i>	Summer 2011
<i>Construction Completion</i>	Summer 2012

Project Description

The gravity filter project will retrofit existing gravity filters with a solids removal technology that would require little to no coagulant chemical to remove the solids to ensure the new effluent filters peak operational performance.

Associated Master Plan:

No Identified Plan

Neighborhood:

Aurora Highlands, Arlington Ridge, Arlington Ridge Terrace

Advisory Commission:

Environment & Energy Conservation Commission

3402 S. GLEBE ROAD

Project Strategic Goal

In order to mitigate external bypasses beyond what MP01 was designed to manage as identified by potential upcoming requirements from regulatory authorities.

Project Justification

The plant experienced early this year both wet weather and dry weather equipment failure that resulted in significant solids (TSS) concentration, greater than 30 mg/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.

2 Gravity Filter

CAPITAL COST SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
A & E	3,000	800	-	-	-	-	3,800
Land Acquisition	-	-	-	-	-	-	-
Construction	-	26,200	-	-	-	-	26,200
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	3,000	27,000	-	-	-	-	30,000

Notes on Cost Estimates

Cost estimate is based on conceptual pre-design efforts, preliminary structural engineering analyses, and a pilot study. Additional analyses are pending to generate a more firm cost estimate.

FUNDING SCHEDULE (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other funding (IJ)	383	3,443	-	-	-	-	3,826
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	26,174	-	-	-	-	-	26,174
Total Funding Sources	26,557	3,443	-	-	-	-	30,000

Notes on Funding Schedule

Other funding includes Inter-Jurisdictional (IJ) revenue for each IJ Partner's upgrade portion of the costs, which is based on the Partner's reserve capacity and upgrade portion of each contract. The bonds for this project were on the 2008 referenda, but have not been issued.

PROJECTED ADDITIONAL OPERATING COSTS (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	20	21	22	24	25	27
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	20	21	22	24	25	27
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	20	21	22	24	25	27

Notes on Operating Costs

Estimated additional energy cost to pump 50 mgd during a storm event to the gravity filters. Assume 24 events per year. Assumed 6% increase in energy costs per year.

MAINTENANCE CAPITAL

Program Description

This program provides funding for all water and sewer replacement and rehabilitation projects that do not expand system capacity. The Washington Aqueduct supplies Arlington with all of its drinking water and, in addition to charges for all water consumption, charges the County for its portion of maintenance capital costs. Infiltration and Inflow projects are identified annually through flow monitoring, manhole inspections, field surveys, and TV inspections of sanitary sewers.

Master Plan Impact

These projects are consistent with the plans, policies, and objectives of the Water System Master Plan adopted September 1992 and the Sanitary Sewer Collection System Master Plan adopted December 2002.

Bond Financing Notes

There are no bonds associated with these projects.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY15	FY16	6 Year Total
1 Large Diameter Water Main Rehab Projects	-	-	-	450	450	450	1,350
2 Large Valve Program	-	100	200	200	200	200	900
3 Water Main Replacement Program	500	600	700	700	800	800	4,100
4 Water Main Cleaning and Lining Projects	850	850	900	900	950	950	5,400
5 Residential Automated Meter Reading	850	900	1,000	-	-	-	2,750
6 Washington Aqueduct Capital	601	2,516	2,746	2,576	2,769	2,244	13,452
7 Infiltration and Inflow	2,350	2,550	2,650	2,750	2,850	2,850	16,000
8 Large Diameter Sewer Rehabilitation	350	350	400	400	400	400	2,300
9 Sewer Force Mains	100	400	200	500	200	500	1,900
10 Water Tank Rehabilitation	-	-	500	500	500	500	2,000
-	-	-	-	-	-	-	-
Total Program Cost	5,601	8,266	9,296	8,976	9,119	8,894	50,152

Cost Estimate Footnote: Existing balances will fund large diameter water main rehab and water tank rehab in the first two to three years of this plan.

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

	FY 11	FY 12	FY 13	FY 14	FY15	FY16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other funding	140	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	5,461	8,266	9,296	8,976	9,119	8,894	50,152
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	5,601	8,266	9,296	8,976	9,119	8,894	50,152

BOND FINANCING IMPACT (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY15	FY16
Bond Financing Cost (P& I)	-	-	-	-	-	-

Stormwater Management

This program provides stormwater drainage improvements, stream and channel improvements to enhance flood protection and 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 Adopted CIP reflects stormwater activities funded by a \$0.013 per \$100 assessed real property value Sanitary District tax. This new rate, approved by the County Board on April 24, 2010, represents an increase over the previous rate of \$0.01. The new rate generates an additional \$1,643,114 annually to cover the transfer of related personnel and operating costs (10.0 FTEs, \$1,346,963) from the General Fund to the Stormwater Fund with the balance being allocated to Stormwater Capital expenses (\$296,151).

The Adopted CIP reflects stormwater capital improvement programs totaling approximately \$33.6 million over the six year CIP cycle and includes an estimated \$5.0 million in federal cost-share funding for the Four Mile Run restoration project. Stormwater improvements made as part of Neighborhood Conservation projects will be supported by the Stormwater fund in the amount of \$0.6 million over FY 2011 and FY 2012.

Work is currently underway on an update of the County's *Stormwater Master Plan*. A comprehensive, countywide storm sewer capacity analysis is currently underway, beginning with a pilot study in the Crossman Run watershed during FY 2010. An update of the County's 1999 stream inventory is also nearing completion and will help establish priorities for future stream restoration projects. Watershed retrofit plans are also being developed to identify potential locations for stormwater quality retrofit projects. A community outreach process will also begin during 2010 to engage various commissions, civic associations, and residents in a dialogue about stormwater programs and policies.

Upon completion of the *Stormwater Master Plan* update, County staff will have a much clearer understanding of the cost and phasing of future stormwater management projects. The County's Municipal Separate Storm Sewer System (MS4) permit is expected to be renewed by the state in 2010 and is expected to extend for a five-year period. The results of the new permit may require that future CIPs be adjusted to provide for the more stringent and aggressive requirements.

The FY 2011 - FY 2016 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.

6 Year Capital Program Costs (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Personnel and Operating	1,347	1,347	1,347	1,347	1,347	1,347	8,082
Storm Drainage Improvements	1,571	1,946	1,896	1,921	1,496	1,496	10,326
Environmental Quality	2,826	3,089	2,325	1,750	2,075	2,075	14,140
Maintenance Capital	-	-	-	300	400	400	1,100
Total Program Cost	5,744	6,382	5,568	5,318	5,318	5,318	33,648

Program Funding Sources (000s)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Watershed Management Fund	250	250	250	-	-	-	750
State and Tribal Assistance Grants (STAG)	750	814	-	-	-	-	1,564
US Army Corps of Engineers cost share	-	675	675	675	675	675	3,375
Sanitary District Tax	4,744	4,643	4,643	4,643	4,643	4,643	27,959
Bond Issue	-		-		-		-
Total Program Funding	5,744	6,382	5,568	5,318	5,318	5,318	33,648

STORM DRAINAGE IMPROVEMENTS

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. Effective July 1, 2010, the Stormwater Management Fund includes related personnel and operating costs that were transferred from the General Fund. This is funded from an increase of \$0.003 in the sanitary tax district rate to \$0.013 per \$100 assessed value. The increased sanitary tax district rate also allows for approximately \$300K annually in additional infrastructure projects. For fiscal years FY11 and FY12, these funds are targeted for storm drainage improvements related to the Neighborhood Conservation programs.

Master Plan Impact

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.

Bond Financing Notes

The FY 2011 - FY 2016 plan does not assume leveraging the anticipated revenues through bond issuance.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 West Little Pimmit Run - Phase I	200	-	-	-	-	-	200
2 West Little Pimmit Run - Phase II	-	225	375	-	-	-	600
3 Sycamore Street @ 24th St. N.	367	-	-	-	-	-	367
4 Spout Run - 18th St N between N Utah & N Upton	708	725	675	200	-	-	2,308
5 Lubber Run Basin Projects	-	-	-	-	300	400	700
6 Stormwater Master Plan Projects	-	700	450	1,425	-	400	2,975
7 Little Pimmit Run Phase III / IV	-	-	100	-	400	400	900
8 9th Road N between N Livingston & N Liberty	-	-	-	-	500	-	500
9. Other Infrastructure Projects	296	296	296	296	296	296	1,776
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Program Cost	1,571	1,946	1,896	1,921	1,496	1,496	10,326

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	1,571	1,946	1,896	1,921	1,496	1,496	10,326
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	1,571	1,946	1,896	1,921	1,496	1,496	10,326

BOND FINANCING IMPACT (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Bond Financing Cost (P&I)	-	-	-	-	-	-

WEST LITTLE PIMMIT RUN - PHASE I

CRITICAL MILESTONES

<i>Community Outreach</i>	Ongoing
<i>Update Design</i>	Spring 2010
<i>Begin Construction</i>	Spring 2011
<i>Complete Construction</i>	Winter 2011
<i>Enters Service</i>	Winter 2011

Project Description

Construct approximately 1000 linear feet of storm sewer ranging from 48 inch to 91 x 58 inch elliptical storm sewer, with associated manholes and catch basins.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Williamsburg; Rock Spring

Advisory Commission:

E2C2

JOHN MARSHALL DRIVE & 33RD ST. N.

Project Strategic Goal

This project provides additional drainage capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can result in significant damage to homes. Homes at this location were flooded during the storm event in June 2006.

Project Justification

The additional capacity will help to reduce the frequency of flooding on private property (flooded houses) along John Marshall Drive and N. Kensington St and reduce the frequency of sanitary sewer backups downstream.

WEST LITTLE PIMMIT RUN - PHASE II

CRITICAL MILESTONES

<i>Community Outreach</i>	Ongoing
<i>Initiate Design</i>	Spring 2010
<i>Begin Construction</i>	Spring 2012
<i>Complete Construction</i>	Spring 2013
<i>Enters service</i>	Spring 2013

Project Description

Construct approximately 800 linear feet of 72 inch storm sewer from the intersection of 33rd St. N. and 34th St. N. to Williamsburg Blvd.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Rock Spring

Advisory Commission:

E2C2

INTERSECTION OF 33RD ST. N. & 34TH ST. N.

Project Strategic Goal

This project provides additional drainage capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can result in significant damage to homes. Homes at this location were flooded during the storm event in June 2006.

Project Justification

The additional capacity will help to reduce the frequency of flooding on private property (flooded houses) at 33rd St. N. & 34th St. N. and reduce the frequency of sanitary sewer backups downstream.

SYCAMORE STREET @ 24TH ST. N.

CRITICAL MILESTONES

<i>Community Outreach</i>	Spring 2010
<i>Initiate Design</i>	Spring / Summer 2010
<i>Begin Construction</i>	Summer 2011
<i>Complete Construction</i>	Summer 2012
<i>Enters Service</i>	Summer 2012

Project Description

Construct approximately 1200 linear feet of large diameter storm sewer from the intersection of N. Rockingham St. and 24th St. N to N. Sycamore St. and Washington Blvd.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Arlington-East Falls Church

Advisory Commission:

E2C2

SYCAMORE ST. @ 24TH ST. N.

Project Strategic Goal

This project provides additional drainage capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can result in significant damage to homes. Homes at this location were flooded during the storm event in June 2006.

Project Justification

The additional capacity will help to reduce the frequency of flooding on private property (flooded houses) and reduce the frequency of sanitary sewer backups at the intersection of N. Rockingham St. and 24th St. N.

Storm Drainage Improvements

Stormwater Management

FY2011 – FY2016 CIP

SPOUT RUN - 18TH ST N. BETWEEN N. UTAH & N. UPTON

CRITICAL MILESTONES

<i>Community Outreach</i>	Fall 2010
<i>Initiate Design</i>	Spring 2011
<i>Begin Construction</i>	Summer 2014
<i>Complete Construction</i>	Summer 2015
<i>Enters Service</i>	Summer 2015

Project Description

Construct approximately 2900 linear feet of 72 inch storm sewer with associated manholes and catch basins.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Waverly Hills; Cherrydale

Advisory Commission:

E2C2

18TH ST N. BETWEEN N. UTAH & N. UPTON

Project Strategic Goal

This project provides additional drainage capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can result in significant damage to homes. Homes at this location were flooded during the storm event in June 2006.

Project Justification

The additional capacity will help to reduce the frequency of flooding in the public right of way and on private property (flooded houses) in the vicinity of 18th Street N between N. Utah and N. Upton Streets.

LUBBER RUN BASIN PROJECTS

CRITICAL MILESTONES

<i>Community Outreach</i>	Spring 2011
<i>Initiate Analysis / Design</i>	Fall 2010
<i>Begin Construction</i>	Fall 2014
<i>Complete Construction</i>	Summer 2015
<i>Enters service</i>	Summer 2015

Project Description

Perform hydrologic and hydraulic analyses of storm drainage system and design / construct relief storm sewers as appropriate.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Langston-Brown; Waycroft-Woodlawn

Advisory Commission:

E2C2

UPPER LUBBER RUN BASIN

Project Strategic Goal

This project provides additional drainage capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can result in significant damage to homes. Homes in this vicinity were flooded during the storm event in June 2006; however because of systemic problems, this project will be examined as part of the Stormwater Master Plan for a full evaluation of needs.

Project Justification

The additional capacity will help to reduce the frequency of flooding in the public right of way and on private property (flooded houses) in the Upper Lubber Run basin and reduce the frequency of sanitary sewer backups downstream.

STORMWATER MASTER PLAN PROJECTS

CRITICAL MILESTONES

Identify and initiate projects **As identified**

Project Description

To address capacity issues to be identified in the update of the Stormwater Master Plan

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Countywide

Advisory Commission:

E2C2

PROJECTS TO BE IDENTIFIED COUNTYWIDE

Project Strategic Goal

This project will address capacity issues to be identified in the update of the Stormwater Master Plan. Individual relief sewers will 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.

Project Justification

Construction of relief storm sewer will help to reduce the frequency of flooding in the public right of way and on private property (flooded houses) throughout the County and reduce the frequency of sanitary sewer backups downstream.

LITTLE PIMMIT RUN PHASE III / IV

CRITICAL MILESTONES

<i>Public Outreach</i>	Ongoing
<i>Initiate Design</i>	Spring 2013
<i>Begin Construction</i>	Spring 2015
<i>Complete Construction</i>	Spring 2016
<i>Enters Service</i>	Spring 2016

Project Description

This project builds on the preliminary conceptual design work conducted during the Phase III study. Additional design work will be conducted to develop detailed drainage and stream restoration designs and to construct project elements that have community support.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Rock Spring; Yorktown; Williamsburg;
Leeway

Advisory Commission:

E2C2

LITTLE PIMMIT RUN BASIN

Project Strategic Goal

This project focuses on flooding, channel erosion and stability, property damage, and ecological function issues in Little Pimmit Run between Old Dominion Drive and the County line. It includes coordination with Fairfax County on stream conditions and impacts downstream of the County line.

Project Justification

This project addresses citizen concerns over the impact of development and storm drainage projects in the Little Pimmit Run basin on existing flooding, the potential for increased flooding, channel erosion, and environmental impacts downstream of Old Dominion Drive.

Storm Drainage Improvements

Stormwater Management
FY2011 – FY2016 CIP

9TH ROAD N. BETWEEN N. LIVINGSTON & N. LIBERTY

CRITICAL MILESTONES

<i>Public Outreach</i>	Fall 2014
<i>Engineering Design</i>	Fall 2014
<i>Begin Construction</i>	Summer 2015
<i>Complete Construction</i>	Winter 2015
<i>Enters Service</i>	Winter 2015

Project Description

This area has experienced repeated flooding of the public right of way and of homes in the vicinity. There are suspected capacity issues that will be investigated and a long-term solution proposed to address these drainage problems.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Advisory Commission:

E2C2

9TH RD N. BETWEEN LIVINGSTON & LIBERTY

Project Strategic Goal

This project will reduce the frequency of flooding of the public right of way and homes in this vicinity.

Project Justification

This location has had chronic stormwater backups from the collection system, flooding the public right of way and homes in the vicinity.

ENVIRONMENTAL QUALITY

Program Description

These projects are part of the County's overall strategy to improve water quality and stream corridors both locally and in the Potomac River and the Chesapeake Bay. They will help the County implement its adopted Watershed Management Plan and the Stormwater Master Plan under development as well as meet its requirements under the Federal Clean Water Act, including the Total Maximum Daily Load (TMDL) regulations that govern water quality in County streams, the Potomac River, and the Chesapeake Bay and the County's Municipal Separate Storm Sewer System (MS4) permit. The stormwater treatment projects constructed will help achieve these goals by reducing pollutants that would otherwise be discharged to County streams through the County's Stormwater drainage network. The stream corridor restoration projects will significantly reduce streambank erosion which delivers sediment downstream to the Potomac River and the Bay. These projects will also improve local habitat and recreation, as well as protect critical stormwater and sanitary sewer infrastructure.

Master Plan Impact

This program supports the goals articulated in the Stormwater Master Plan, the Watershed Management Plan, and the Four Mile Run Restoration Master Plan. The Stormwater Master Plan is currently being updated with three inter-related tasks: a county-wide stream inventory completed in March 2010 to assess stream conditions and prioritize stream restoration projects; watershed retrofit plans under development for individual County subwatersheds; and, a comprehensive storm sewer capacity analysis that will result in the prioritization of system capacity and drainage improvements.

Bond Financing Notes

The FY 2011 - FY 2016 plan does not assume leveraging the anticipated revenues through bond issuance.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000S)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Donaldson Run Tributary B stream restoration	800	-	-	-	-	-	800
2 John Marshal Drive median bioretention retrofit	50	-	-	-	-	-	50
3 Patrick Henry Drive median bioretention retrofit	50	-	-	-	-	-	50
4 Retrofit projects from Stormwater Master Plan	80	200	300	400	400	400	1,780
5 Ballston Beaver Pond retrofit	462	814	725	-	-	-	2,001
6 Pimmit Run - Phase III / IV, stream restoration	-	-	150	-	250	250	650
7 Stream restoration projects from Stormwater Master Plan	-	50	250	450	525	525	1,750
8 Four Mile Run Restoration Master Plan - Tidal Stream Restoration	1,384	1,125	-	-	-	-	2,509
9 Four Mile Run Restoration Master Plan - Nontidal Stream Restoration	-	900	900	900	900	900	4,500
Total Recommendation	2,826	3,089	2,325	1,750	2,075	2,075	14,140

PROGRAM FUNDING SOURCES (IN \$1,000S)

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Watershed Management Fund	250	250	250	-	-	-	750
State and Tribal Assistance Grants	750	814	-	-	-	-	1,564
US Army Corp of Engineers cost share	-	675	675	675	675	675	3,375
Special Tax District	1,826	1,350	1,400	1,075	1,400	1,400	8,451
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	2,826	3,089	2,325	1,750	2,075	2,075	14,140

BOND FINANCING IMPACT (IN \$1,000S)

	FY11	FY12	FY13	FY14	FY15	AY16
Bond Financing Cost (P&I)	-	-	-	-	-	-

DONALDSON RUN TRIBUTARY B STREAM RESTORATION

CRITICAL MILESTONES

<i>60% Design</i>	Spring 2010
<i>100% Design</i>	Fall 2010/ Spring 2011
<i>Construction</i>	2011 / 2012

Project Description

The Donaldson Run Tributary B stream restoration project continues the successful stream restoration partnership with the Donaldson Run Civic Association (DRCA) launched with the Tributary A project completed in 2006. This project will restore 1,400 linear feet of eroded and degraded stream channel and create a new channel with bank stability, reduced velocities, and improved habitat.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Donaldson Run

Advisory Commission:

E2C2, Urban Forestry, Parks and Recreation

N. UPTON STREET/N. VERMONT STREET;
ZACHARY TAYLOR PARK

Project Strategic Goal

This project will restore 1,400 linear feet of eroded stream channel and create a new channel with channel stability, reduced velocities, and improved habitat. The County's stream system has been heavily impacted by legacy land use and drainage use decisions.

Project Justification

The key benefits of this project 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 recognized by the Chesapeake Bay Program as an important tool in reducing sediment and nutrient loads to the Bay.

JOHN MARSHAL DRIVE MEDIAN BIORETENTION RETROFIT

CRITICAL MILESTONES

30% Design	Spring 2010
100% Design	Fall 2010
Construction	2011

Project Description

This project will redesign the large median within John Marshall Drive to temporarily store and filter stormwater runoff from nearby streets and homes. The redesign will create a 'bioretention' system with engineered soils and specialized plantings to remove pollutants from stormwater. It is being designed in conjunction with the West Little Pimmit Run Phase I storm sewer project.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Williamsburg

Advisory Commission:

E2C2

JOHN MARSHALL DRIVE BETWEEN YORKTOWN BLVD AND WILLIAMSBURG BLVD

Project Strategic Goal

This project is one of the first 'streetscape stormwater retrofit' projects to be implemented as part of the long-term implementation of the Stormwater Master Plan. Cumulatively, these projects will help to improve stormwater quality and serve as a significant component of the County's compliance with its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay cleanup requirements.

Project Justification

This project is among the highest priority projects identified in the Little Pimmit Run watershed retrofit plan, completed in 2009. This retrofit plan is the first in a series of retrofit plans for County watersheds under development as part of the comprehensive Stormwater Master Plan update.

PATRICK HENRY DRIVE MEDIAN
BIORETENTION RETROFIT

CRITICAL MILESTONES

<i>30% Design</i>	Spring 2010
<i>100% Design</i>	Fall 2010
<i>Construction</i>	2011

Project Description

This project will redesign the two medians within Patrick Henry Drive to temporarily store and filter stormwater runoff from nearby streets and homes. The redesign will create a 'bioretention' system with engineered soils and specialized plantings to remove pollutants from stormwater.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Dominion Hills

Advisory Commission:

E2C2

PATRICK HENRY DRIVE BETWEEN 10TH STREET N.
AND 9TH STREET N.

Project Strategic Goal

This project is one of the first 'streetscape stormwater retrofit' projects to be implemented as part of the long-term implementation of the Stormwater Master Plan. Cumulatively, these projects will help to improve stormwater quality and serve as a significant component of the County's compliance with its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay cleanup requirements.

Project Justification

This project is a high priority project because of the ability to leverage the Neighborhood Conservation (NC) program design effort underway for the Patrick Henry Drive medians and the water quality benefits that will result. Construction costs will be reduced by synchronizing the construction of these NC and bioretention elements.

RETROFIT PROJECTS FROM STORMWATER MASTER PLAN

Project Description

Because of limited available land, most of the stormwater retrofit projects implemented in the County will be 'streetscape bioretention systems' to temporarily store and filter stormwater runoff from nearby streets and homes. These systems will include engineered soils and specialized plantings to remove pollutants from stormwater.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Countywide

Advisory Commission:

E2C2

COUNTYWIDE

Project Strategic Goal

These projects will be implemented as part of the long-term implementation of the Stormwater Master Plan. Cumulatively, these projects will help to improve stormwater quality and serve as a significant component of the County's compliance with its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay cleanup requirements.

Project Justification

Retrofit plans for County watersheds are under development as part of the comprehensive Stormwater Master Plan update.

BALLSTON BEAVER POND RETROFIT

CRITICAL MILESTONES

<i>Contract procurement</i>	Summer 2010
<i>Design</i>	TBD
<i>Construction</i>	2012 / 2013

Project Description

The retrofit of the Ballston Beaver Pond involves the re-design of the existing pond that was originally designed as a 'dry pond' detention system for runoff from I-66. Beaver activity in the area has resulted in a pond/wetland system that does not provide the original flood control functions intended and is also not designed to maximize water quality, habitat, and aesthetic benefits. The re-designed pond will include an engineered pond/wetland system that maximizes these functions as well as provides education, interpretation and recreation opportunities currently only minimally available.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Bluemont; Waycroft-Woodlawn; Ballston-VA Square

Advisory Commission:

E2C2; Parks and Recreation; Urban Forestry

I-66 STORMWATER DETENTION POND LOCATED NEAR BALLSTON

Project Strategic Goal

This project will improve water quality, flood control, habitat and aesthetics as well as provide opportunities for education, interpretation and recreation functions of the currently unmaintained, poorly functioning pond.

Project Justification

This project will help to improve stormwater quality and serve as a significant component of the County's compliance with its Municipal Separate Storm Sewer System (MS4) Permit and the Chesapeake Bay cleanup requirements. This location is the only location in the County where such a large volume of currently untreated stormwater runoff can be managed and stormwater pollutants reduced.

PIMMIT RUN - PHASE III / IV, STREAM RESTORATION

CRITICAL MILESTONES

<i>Concept design development</i>	June 2010
<i>Design</i>	TBD
<i>Construction</i>	TBD

Project Description

The Little Pimmit Run Phase III study focuses on flooding, erosion, and habitat issues along the Little Pimmit Run stream corridor downstream of Old Dominion Drive. This project is intended to fund the stream restoration/flood protection elements of the project. There is a parallel infrastructure component to fund potential replacement of the two Dumbarton Street culverts.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Rock Spring

Advisory Commission:

E2C2

OLD DOMINION DRIVE TO COUNTY LINE

Project Strategic Goal

The goal of this project is to improve stream stability, habitat, ecological function, and aesthetics and to maintain and enhance flood protection and safety.

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.

STREAM RESTORATION PROJECTS FROM STORMWATER MASTER PLAN

Project Description

Priority stream restoration projects will be identified from the results of a comprehensive stream inventory completed in early 2010. The Stormwater Master Plan will describe these projects in detail. Project implementation countywide will occur over a period of several decades.

Associated Master Plan:

Stormwater Master Plan; Watershed Management Plan

Neighborhood:

Countywide

Advisory Commission:

E2C2, Urban Forestry, Parks and Recreation

COUNTYWIDE

Project Strategic Goal

The County's stream system has been heavily impacted by legacy land use and drainage use decisions. Stream restoration is among the critical tools of the County's long-term watershed management program because it improves channel stability and habitat, reduces velocities, and protects critical infrastructure.

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 recognized by the Chesapeake Bay Program as an important tool in reducing sediment and nutrient loads to the Bay.

FOUR MILE RUN RESTORATION MASTER PLAN - TIDAL STREAM RESTORATION

CRITICAL MILESTONES

<i>60% Design</i>	Summer 2010
<i>100 Design</i>	Spring 2011
<i>Construction</i>	2011 / 2012

Project Description

CIP funding for the Four Mile Run Restoration Master Plan provides local matching funds for State and Tribal Assistance Grants (STAG funds) and US Army Corps of Engineers (USACE) monies to implement the central elements of the Plan.

Comprehensive restoration of the tidal area covers Mt. Vernon Avenue to the Potomac River with new wetlands, streambank plantings, and recreational amenities.

Complete stream restoration in the non-tidal portion of the corridor covers Shirlington to Mt. Vernon Avenue.

Associated Master Plan:

Four Mile Run Restoration Master Plan; Watershed Mangement Plan; Stormwater Master Plan

Neighborhood:

Aurora Highlands; Arlington Ridge; Long Branch Creek; Columbia Forrest

Advisory Commission:

E2C2; Urban Forestry; Parks and Recreation

FOUR MILE RUN EAST OF MT. VERNON AVE.

Project Strategic Goal

This project enhances habitat, aesthetics, and recreational/educational opportunities along the Four Mile Run flood control project.

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.

FOUR MILE RUN RESTORATION MASTER PLAN - NONTIDAL STREAM RESTORATION

CRITICAL MILESTONES

<i>60% Design Completed</i>	2009
<i>100% Design Construction</i>	2012 2014 / 2015

Project Description

CIP funding for the Four Mile Run Restoration Master Plan provides local matching funds for State and Tribal Assistance Grants (STAG funds) and US Army Corps of Engineers (USACE) monies to implement the central elements of the Plan.

Comprehensive restoration of the tidal area covers Mt. Vernon Avenue to the Potomac River with new wetlands, streambank plantings, and recreational amenities.

Complete stream restoration in the non-tidal portion of the corridor covers Shirlington to Mt. Vernon Avenue.

Associated Master Plan:

Four Mile Run Restoration Master Plan; Watershed Mangement Plan; Stormwater Master Plan

Neighborhood:

Aurora Highlands; Arlington Ridge; Long Branch Creek; Columbia Forrest

Advisory Commission:

E2C2; Urban Forestry; Parks and Recreation

FOUR MILE RUN BETWEEN SHIRLINGTON ROAD AND MT. VERNON AVE.

Project Strategic Goal

This project enhances habitat, aesthetics, and recreational/educational opportunities along the Four Mile Run flood control project.

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.

MAINTENANCE CAPITAL

Program Description

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.

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.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

County wide

Advisory Commission:

E2C2

Bond Financing Notes

The FY 2011 - FY 2016 plan does not assume leveraging the anticipated revenues through bond issuance.

6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Maintenance Capital	-	-	-	300	400	400	1,100
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	-	-	-	300	400	400	1,100

Cost Estimate Footnote:

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

	FY11	FY12	FY13	FY14	FY15	FY16	6 Year Total
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District	-	-	-	300	400	400	1,100
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	-	-	-	300	400	400	1,100

Existing balances for maintenance capital are estimated to be available through FY 2013 to repair and replace the storm sewer mains, catch basins and endwalls.

BOND FINANCING IMPACT (IN \$1,000s)

Bond Financing Cost (P&I)	-	-	-	-	-	-	-
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Arlington Public Schools
School Board's Adopted
FY 2011 – FY 2016 Capital Improvement Plan



Wakefield High School



Bowie Gridley Architects

Arlington, Virginia
www.apsva.us

June 3, 2010



Arlington Public Schools
FY 2011 – FY 2016 School Board's Adopted
Capital Improvement Plan

School Board

Sally Baird, Chair
Libby Garvey, Vice Chair
James Lander
Abby Raphael
Emma Violand-Sánchez

Superintendent

Dr. Patrick K. Murphy



Table of Contents

Transmittal Letter v

CIP Calendar vi

Map of Arlington Public Schools.....vii

I. Capital Improvement Plan Overview

 Introduction..... 1

 Arlington Facilities & Student Accommodation Plan..... 2

 Project Prioritization 2

 Funding Sources 3

 Community Involvement..... 4

II. School Board Framework

 School Board Framework..... 5

 Superintendent’s Proposed Capital Improvement Plan..... 6

III. Major Construction Projects

 Major Construction Projects 9

 Sources of Funds for Major Construction Projects 9

 Bonds 9

 Current Revenues 11

 Funding Charts..... 11

 Capacity Analysis 12

 Construction Market Escalation..... 13

 Financial Analysis..... 13

IV. Major Construction Project Details

 Fiber Optic Cable Installation 18

 HVAC 19

 Roofing..... 20

 Wakefield High School 21

V. Capital Projects Fund

 Summary 23

 Minor Construction/Major Maintenance..... 24

 Major Construction 24

 Joint Projects..... 24

 Funding Summary 25

VI. Capital Projects Fund – Project List

 FY 2011 Minor Construction/Major Maintenance (MC/MM) Projects 27

VII. History of the CIP

 History of the CIP 29





June 4, 2010

Dear Colleagues,

I am pleased to present the FY 2011 – FY 2016 Capital Improvement Plan (CIP) for the Arlington Public Schools (APS). Since the 1994 bond referendum, our CIP program has focused on major school renewals, replacements and additions. As a result of the Arlington community's consistent and generous support, we can take great pride in what has been achieved to upgrade our public school buildings, reflecting the intent to provide high-quality learning environments for all public school students.

In the interest of prudent planning, Arlington Public Schools and Arlington County Government (ACG) staffs have worked closely on understanding each other's project priorities and our debt capacity constraints. We are thrilled the County Board reached consensus to move Wakefield's rebuilding forward by two years; we believe there will be significant cost savings by accelerating this project. As you know, the environment in which this CIP was developed was different from past CIPs. With previous CIPs, the economy was much stronger and the construction market was booming. Today we are faced with a weak economy, one advantage of which is that the construction market is also weak, resulting in low bids for construction which will allow us to proceed with Wakefield sooner than previously expected.

Our six-year Capital Improvement Plan totals \$165,484,226. Over the planning period of the CIP, the average growth in debt service is estimated at 4.6% and debt retirement as a proportion of the operating budget ranges from 7.93% to 9.55%.

The Arlington Public Schools 2010 bond referendum of \$102,888,000 will provide the funds to complete the construction of Wakefield High School, pay for a portion of our share of the joint APS/County project to install a fiber-optic cable network in support of our communications system, and provide funding for HVAC and roofing projects. The proposed 2012 bond referendum at \$11,070,000 includes additional funding for the fiber-optic cable project, and will fund additional HVAC and roofing projects. The proposed 2014 bond referendum at \$3,350,000 continues funding for HVAC and roofing projects.

Finally, this CIP is the result of careful collaboration and cooperation among APS and County staff, parents, school and community leaders as well as the members of the Arlington County Board. We are grateful for your continued help and support and we look forward to the successful completion of these projects to better serve the students of our community.

Sincerely,

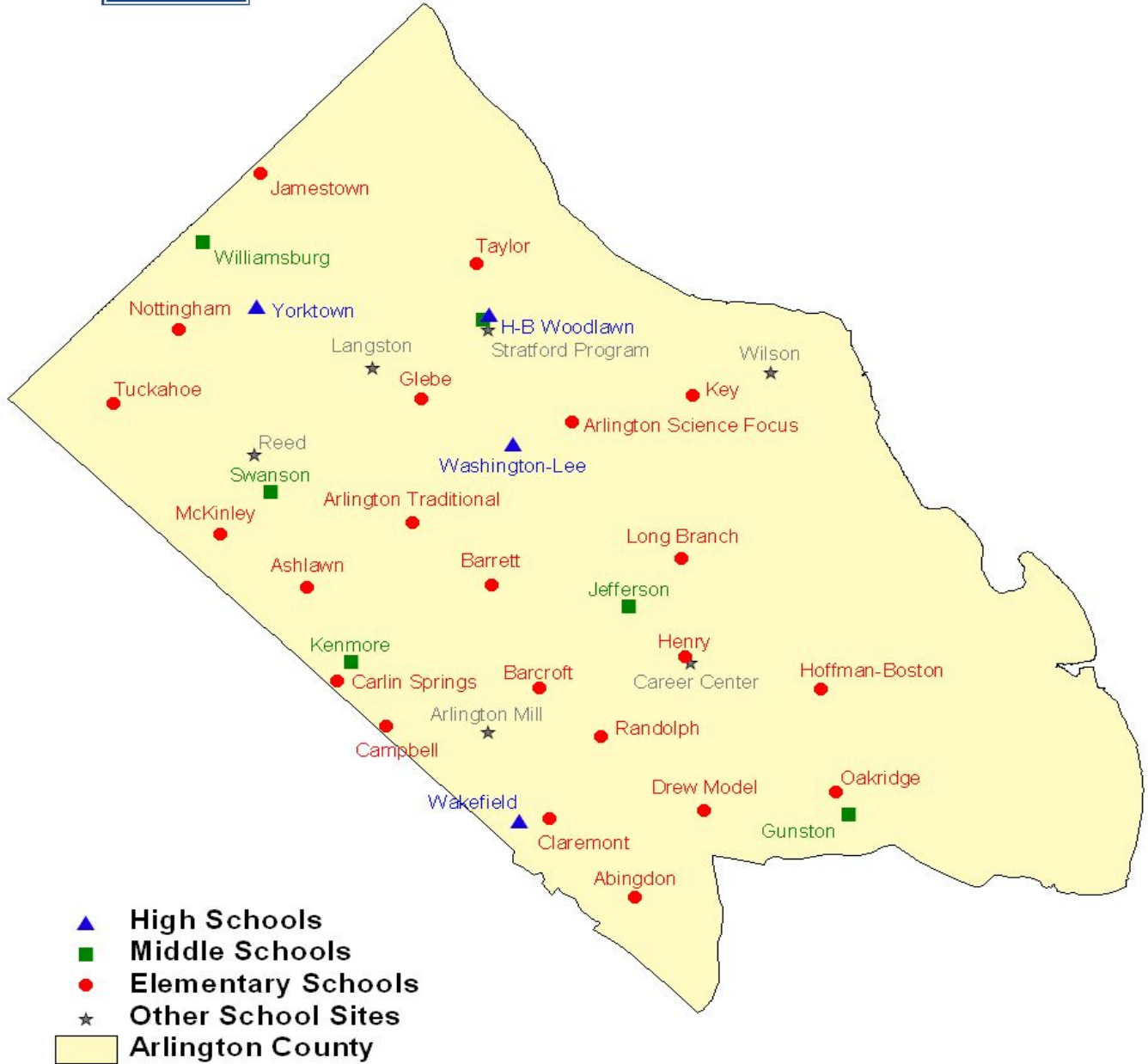
Sally Baird
Chair, Arlington School Board

CIP Development Calendar

August 11	MC/MM request package sent to Principals and Program Managers
September 18	Principals and Program Managers submit completed MC/MM request forms to Facilities
October 8	School Board Adopts CIP Framework
November 17	Draft of FY 2011 MC/MM presented to Senior Staff
December 7	Administrative Council review of draft MC/MM projects
April 5	Administrative Council review of preliminary CIP
April 27	Senior Staff review of proposed CIP
May 6	Superintendent's presents Proposed FY 2011 – FY 2016 CIP CIP Work Session # 1
May 11	CIP Work Session # 2
May 20	CIP Public Hearing
June 3	School Board Adopts FY 2011 – FY 2016 CIP



Arlington Public Schools







Arlington Public Schools

Capital Improvement Plan

Overview

INTRODUCTION

Every two years Arlington Public Schools (APS) develops a six-year Capital Improvement Plan (CIP) to address future facility needs. The CIP responds to requirements for new facilities, additions and renewals of existing schools, and other student accommodation needs as set forth in the Arlington Facilities and Student Accommodation Plan (AFSAP). In addition to major construction projects, the CIP also addresses minor construction and major maintenance needs. The CIP serves as a project planning and financial planning document for the six-year period.

Staff develops the CIP on a two-year cycle. During the first year of the cycle (also known as the “off year”), no changes are made to the prior year’s CIP. Instead, staff studies various programs, space needs, and policies to substantiate and update the projects for inclusion in the next year’s CIP. The second year of the cycle (also known as the “on year”) corresponds with the year in which a bond referendum is held. During the second year of the cycle, project scopes and estimates are revised as necessary based on the findings from the staff studies and based on current construction market conditions. This CIP for FY 2011 – FY 2016 is proposed in the second year of the two-year CIP development cycle for major construction projects and, as such, contains project scopes, schedules and cost estimates received since the FY 2009 – FY 2014 CIP.

Overview of the Arlington Public Schools Organization

The Arlington County Public Schools is directed by an elected five-member School Board. In the past, the County Board appointed the School Board, but in November 1993 the voters approved a referendum to institute an elected School Board. Since January 1, 1998, all five members of the School Board have been elected. School Board members serve staggered four-year terms in a sequence similar to that of County Board members. The Superintendent of Schools is appointed by the School Board for a four-year term.

The School Board functions independently of the County Board but is required to prepare and submit an annual budget to the County Board for its consideration. The cost of operating the public schools is met with an appropriation and transfer by the County Board from the County’s General Fund as well as aid from the state and from the federal government. Because the School Board can neither levy taxes nor incur indebtedness under Virginia law, the local costs of the school system are provided by appropriation from the General Fund of the County. The funds necessary to construct school facilities are provided by capital appropriations from the General Fund of the County or by general obligation bonds approved by Arlington voters and issued by the County.

Since FY 2002, the County Board and School Board have agreed upon a revenue sharing formula for setting the County transfer to the Schools which is updated annually. The formula for FY 2011, updated in fall 2009 based on changes in actual enrollment from year to year, allocates net local County tax revenue between the County (50.9%) and the Schools (49.1%) plus provides an additional amount for increased enrollment. The County transfer, along with federal, state and other local revenues, funds all APS expenditures including debt service. Outside school revenues that increase or decrease do not alter the allocation of revenue from the County.

The School Board has been able to fund the operating and capital needs of the Schools as well as establish reserves for unanticipated expenses and/or revenue shortfalls within the current revenue sharing allocation. Having a Revenue Sharing Agreement has allowed both Boards to have more strategically-focused discussions on current and future budget issues, rather than on the distribution of funds. The current agreement is not year specific and is intended to serve as an ongoing agreement until modified by the Boards.

ARLINGTON FACILITIES AND STUDENT ACCOMMODATION PLAN

The Arlington Facilities and Student Accommodation Plan (AFSAP) for FY 2010 – FY 2015 provides a comprehensive look at student enrollment and building capacity within Arlington Public Schools. Specific information about each school is provided, as well as an overall look at enrollment and capacity issues throughout the county.

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

The AFSAP is available in electronic format through the Arlington Public Schools Facilities and Operations website under the Facilities Planning section (www.apsva.us/afsap).

PROJECT PRIORITIZATION

Inclusion of major and minor construction projects in the CIP is determined based on a number of factors. While some factors differ for major and minor construction projects, each factor is used to determine the relative need of each project.

Major Construction

In deciding which major construction projects to include in the CIP, a number of factors are examined such as building condition, capacity utilization, educational adequacy, special considerations, and the availability of financial resources. Each of these factors consists of underlying components that can be evaluated. After an evaluation of these factors, APS staff makes recommendations to the School Board for projects to be included in the CIP.

Minor Construction/Major Maintenance (MC/MM)

Factors influencing the prioritization of minor construction/major maintenance projects include facility maintenance assessments, input from principals/building managers, input from the Advisory Council on School Facilities and Capital Programs, overcrowding, safety concerns, scheduled maintenance services, statutory requirements, and improvements necessary for instructional purposes. Within the availability of resources, projects with the greatest needs based on the factors above are included in the annual budget and in the corresponding CIP.

FUNDING SOURCES

Funding for the Capital Improvement Plan is provided by bond financing and by current revenues. 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. The 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, the County appropriates current revenues to APS that may be used for 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.

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.

The following is a summary of funding for the FY 2011 – FY 2016 CIP:

FY 2011 - FY 2016 PROJECT FUNDING							
Source of Funds	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	FY 2015 (2014 Bond)	FY 2016	Total
Major Construction							
Bond Funding *	\$123,216,000	\$0	\$11,070,000	\$0	\$3,350,000	\$0	\$137,636,000
Current Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub -Total	\$123,216,000	\$0	\$11,070,000	\$0	\$3,350,000	\$0	\$137,636,000
Minor Construction/ Major Maintenance							
Current Revenues	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$27,848,226
Total	\$127,857,371	\$4,641,371	\$15,711,371	\$4,641,371	\$7,991,371	\$4,641,371	\$165,484,226

* In November 2008, voters approved a bond referendum in the amount of \$99.425 million for projects at the Career Center, Wakefield High School, and Yorktown High School. The amount designated for Yorktown High School was \$82.98 million for construction. However, when bids for the project were opened, the cost for construction was \$56.4 million, leaving \$26.58 million in bonding authority remaining. Since that time, additional funds for Jefferson Middle School and the Reed project were approved by the School Board, reducing the available bonding authority to \$20.33 million. This available bonding authority will reduce the November 2010 bond referendum amount from \$123,216,000, the total bond funding needed for the projects, to \$102,888,000. This reduction in requested bonding authority will not reduce the amount of debt service required to pay back these bonds.

See page 11 for specific projects associated with the Major Construction funds and page 25 for projects associated with Minor Construction/Major Maintenance.

COMMUNITY INVOLVEMENT

Throughout the facilities planning process, a variety of school and community stakeholders provide valuable feedback that helps 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/administrative staff. The Advisory Council on School Facilities and Capital Programs, a group that periodically reports directly to the School Board, provides input to the School Board and to APS staff. At the school level, the Building Level Planning Committees (BLPCs) participate directly in the design of individual projects. 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.

In 2007, the County Board established a new 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.

The major responsibilities of the PFRC are as follows:

- Provide a forum in which the Planning Commission, citizens' community groups, advisory commissions and committees can have a dialogue with the project lead and other staff to review, discuss, and comment on any important public facility project.
- Ensure that the highest quality of land use planning and design is incorporated into development projects; to promote compliance with the County's Comprehensive Plan, other planning documents and County policies; and to address community concerns and goals.
- Help inform commissions and the County Board on the outstanding issues with regard to a specific plan and any conditions which it might determine to be necessary or appropriate to address those issues.
- Provide an efficient means for broad-based public participation, precluding the necessity of multiple presentations to and reviews by each individual commission during the development phase.
- Provide advice to the County Board and County Manager in the development of the Capital Improvements Program.

The PFRC is concerned with design issues relevant to the external building design, site placement, and relationship within the neighborhood context. The PFRC will not address internal building design, as that is guided by the educational or programmatic needs of the building users.



Arlington Public Schools

Capital Improvement Plan

School Board Framework

SCHOOL BOARD FRAMEWORK

On October 8, 2009, the School Board adopted the following framework for the FY 2011 – FY 2016 Capital Improvement Plan:

Capital Investment

In order to provide safe, adequate, and functional learning environments, it is important to provide capital funding for APS facilities. To ensure the projects and priorities identified in the FY 2009 – 2014 CIP continue to move forward, the FY 2011-2016 CIP will:

Major Capital Projects

- Use the latest design development plans to refine the cost estimates for the reconstruction of Wakefield High School.
- Identify the next course of action for the Career Center.
- Explore the potential use of other APS and county facilities and sites regarding short and long-term increase in school capacity. Evaluate public/private partnerships for the development of these properties.
- Provide alternative scenarios for the timing of major projects.
- Detail the criteria used for prioritizing projects.
- Ensure continuation of the capital reserve.

Major Maintenance

- Identify major maintenance investment needs for APS facilities, such as the repair and/or replacement of HVAC systems, detail any additional funding needed above that identified in the MC/MM fund, and furnish 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 2011 – FY 2016 CIP will consider capital expenditures in the context of APS budget priorities and will:

- Provide an analysis of our debt capacity under various funding scenarios to determine APS' ability to fund future construction projects.
- Assess potential for capital funding from alternative sources such as public/private partnerships and higher education partnerships.

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 will:

- Outline the importance of developing projects that are sensitive to environmental concerns while taking advantage of the economic savings related to new green technology.

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 will:

- Evaluate enrollment projections to determine the need for future capacity.

Property Management

APS leases private space to house certain administrative and support services. During this CIP timeframe, APS will need to either renew those leases or identify other space options. To address this issue, the proposed CIP will:

- Provide an analysis of the various building leases and a cost-benefit analysis of continuing to lease space versus other space options.

SCHOOL BOARD ADOPTED CAPITAL IMPROVEMENT PLAN

The School Board adopted six-year Capital Improvement Plan totals \$165,484,226 and includes funding of \$104,613,000 to begin construction of the new Wakefield High School in July 2011, \$6,653,000 for a fiber optic cabling project to be completed jointly with the County, and \$26,370,000 for new HVAC and roofing projects.

The CIP was developed with one primary objective: funding the construction of a new Wakefield High School. This project was included in the previous CIP and was considered the most important project to be addressed in this CIP. APS is currently carrying the debt service for the reconstruction of two other high schools along with some smaller projects at other schools; this, along with the downturn in the economy limited the amount of funds available for debt service in this CIP planning period. As a result, the CIP focuses on the Wakefield project and decisions about other projects to include in this CIP were made with this in mind.

In preparing the CIP, staff reviewed other needs to determine if there were projects that were a higher priority than the reconstruction of Wakefield High School. In doing so, staff looked at the following criteria: mandates, health/safety, environment, instructional adequacy, and other general criteria.

- Mandates are federal, state, or county requirements that APS must meet, such as standards required by the Americans with Disabilities Act. Also included in this category are projects outlined through Memorandums of Understanding with Arlington County.
- Health and Safety criteria include projects necessary to protect building occupants, protect the building itself, to correct code violations, to provide better accessibility and to provide upgrades to security.
- Environmental criteria include projects that provide enhanced heating, cooling, and indoor air quality, appropriate light and noise levels, and those that will conserve energy.

-
- Instructional adequacy criteria include projects which are undertaken to provide appropriate learning environments (including classroom size, shape, and amenities) and to increase capacity in our schools.
 - Other general criteria include projects that extend the useful life of the facility or may yield to economies of scale.

After reviewing all projects against these criteria, staff determined that, while there were other important projects to be funded, the reconstruction of Wakefield High School was the highest priority for this CIP planning period.

The School Board approved the schematic design for Wakefield in June 2009 and approved energy and environmental alternatives for the project, including geothermal heating, solar hot water, and photovoltaic generation of electricity, in December 2009. In March 2010, the School Board received an updated cost estimate for Wakefield based on design development to that point. Since that time, design development has proceeded and the cost estimates have been refined further. As a result, the March 2010 project cost estimate of \$109,043,000 for a construction start in July 2011 has been increased by \$6,670,000 bringing the total project cost estimate to \$115,713,000. The previous CIP included \$11.1 million for design and pre-construction costs, leaving \$104,613,000 to be funded in this CIP.

To address some of the most pressing major maintenance needs for APS facilities, two new project areas have been added in this CIP: HVAC and Roofing. Because the useful lives of both HVAC and roofing projects are expected to be at least twenty years, bond funding was considered appropriate for these new projects. Studies were conducted to determine where needs were the greatest for both HVAC and roofing. Funding of \$14.6 million has been provided to address HVAC needs at Taylor Elementary, H-B Woodlawn, and other elementary schools. In addition, funding of \$11.8 million is provided for roofing projects at sixteen buildings throughout the county.

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 that 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, and the County and APS must begin planning now to ensure they have options to provide their own cable network if a new franchise agreement cannot be approved. Even if an agreement can be reached, the County intends to move forward with its own fiber optic cable network. Funding of \$6.7 million is proposed in this CIP and represents APS' share of the cost to provide fiber optic cable to meet future APS communications needs.

Bond funding was provided in the previous CIP for the Career Center to improve the building and extend its useful life. In January 2010, Governor Kaine, as part of a competitive evaluation process, approved Arlington Public Schools' request for a Qualified School Construction Bond (QSCB) allocation. APS will use the funding to issue no-interest bonds for an energy efficiency improvement project at the Career Center. The interest-free loans will serve to reduce the cost of the project by reducing the associated debt service. The Facilities and Operations department is in the process of preparing design plans to start the capital needs work. Because the building's infrastructure is being improved, and reconstruction of the facility is not planned in the near future, no additional funding is proposed in this CIP for the Career Center.

Arlington Public Schools projects enrollment to increase for the time frame covered by this CIP. Enrollment increases around the county have resulted in crowding or potential crowding in many schools. APS staff, in partnership with the Facilities Advisory Council, is exploring options for

increasing capacity system-wide. The Progressive Planning Model adopted by the School Board in December 2009 delineates several options for increasing capacity. Those options include, for the short term: increasing class size, increasing utilization factors for secondary schools, purchasing relocatable classrooms, converting computer labs and other interior spaces into instructional rooms, and moving Pre-K classes. Long-term options for increasing system capacity under discussion include: creating a Pre-K center in alternative space, using or developing other County or Schools buildings for instructional space, investigating alternative admissions and transfer policies, and considering flexible secondary school calendars. Staff is investigating both short-term and long-term options and will be reporting on these to the School Board on a twice-yearly basis.

Currently APS leases five properties which provide primarily administrative and support offices although some instructional programs are housed in leased space. Leased facilities offer some advantages: the lessor assumes the capital risk, the leases do not affect debt limits and the buildings are designed to be flexible and easy to reconfigure. Maintenance and operations burdens can be transferred to the owner to produce a more predictable cash flow for budgeting. However, the term of the lease should be closely matched with the requirement, and lease market variations can be more volatile than capital costs which can make market timing an important factor for renewal.

Leases are reviewed for appropriateness and cost effectiveness relative to dynamic market conditions on an on-going basis and at lease renewal decision points. The table below indicates when various lease facilities will be up for renewal. Decisions on lease renewal should predate expiration by 1½ - 2 years to ensure that a full range of options is available for negotiation.

CURRENT APS LEASES				
Name and Location	Square Feet	Description	Expiration Date	Remarks
<u>EAP</u> 200 N. Glebe Road Arlington, VA 22203	3,738	Employee Assistance Program	12/31/10	EAP will move into other APS space at the end of this lease term.
<u>Arlington Mill</u> 4600 N Fairfax Blvd. Arlington, VA 22207	7,000	High School Continuation	8/31/11	2 x 2 year extension 8/31/2015
<u>Clarendon Education</u> 2801 N. Clarendon Blvd. Arlington, VA 22201	57,063	Adult Education REEP Administrative Offices	9/30/12	
<u>Syphax</u> 1439 N. Quincy Street Arlington, VA 22201	26,900	Administrative Offices	12/30/12	
<u>Marshall</u> 2847 Wilson Boulevard Arlington, VA	11,217	Library/Media Processing Services New Directions	5/31/25	

In preparation for negotiation, APS and the County are in negotiation with a commercial real estate broker to assist in identifying alternatives to APS and County accommodation requirements. In addition to lease negotiation, the commercial real estate broker will include an analysis of the overall needs for administrative space, consolidation potential, cost of occupancy, and a comparison of the total cost of lease, lease-to-own and owned facilities to meet APS needs.



Arlington Public Schools

Capital Improvement Plan

Major Construction Projects

MAJOR CONSTRUCTION PROJECTS

Major construction projects include renewals, reconstructions, and renovations as defined below:

- *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. Examples of renewal projects include Hoffman-Boston, Glebe and Nottingham.
- *Reconstruction*: complete demolition of a building, leading to new construction as a replacement for the demolished structure. Examples include the Langston and Kenmore projects, the Washington-Lee project completed in December 2009, and the Yorktown Phase II project which is currently under construction.
- *Renovation*: replacement of selected finishes or systems as necessary to bring the facility up to code or current standards. An example is the work done at Campbell Elementary.

Building additions are also considered major construction projects.

SOURCES OF FUNDS FOR MAJOR CONSTRUCTION PROJECTS

Major construction projects may be funded by bond financing, by current revenues, or a combination of the two. 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, Arlington County appropriates current revenues to APS which may be used for 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.

BONDS

Although in some cases current revenues in the Capital Projects Fund are allocated to fund portions of major construction projects, large projects – those costing \$500,000 or more with useful lives of 15 years or greater – are typically funded with proceeds from bond sales. If a project is financed with bonds, it should have a useful life similar in length to the repayment schedule of the bonds issued for that project. Arlington Public Schools continues to implement a substantial bonded portion of the Capital Improvement Plan, and Arlington County voters have continued to approve bonds by a large majority. In 2006, a \$33.7 million referendum passed with 77% of voters' approval and in 2008, \$99.425 million was approved by 75% of the voters. Since 1988 – the year of APS' first CIP – no school bond referendum has failed voter approval.

The tables below outline the funding approved in the referenda from 1996 to 2008 and for the referenda in 2010, 2012 and 2014. Summary information on all APS major construction projects since 1996 may be found on pages 29-30 in the “History of the CIP” section.

1996-2002 Bond Referenda = \$201,433,500		
Completed Projects		
Abingdon Elementary	Drew Model School	Nottingham Elementary
Arlington Science Focus Elementary	Education Center	Oakridge Elementary
Arlington Traditional Elementary	Glebe Elementary	Swanson Middle School
Ashlawn Elementary	Gunston Middle School	Tuckahoe Elementary
Barrett Elementary	Hoffman-Boston Elementary	Williamsburg Middle School
Cabling in Schools	Jamestown Elementary	Yorktown High School - Phase I
Campbell Elementary	Kenmore Middle School	Wakefield High School Roof
Carlin Springs Elementary	Key Elementary	Washington-Lee High School Track
Claremont Elementary	Langston High School Continuation	

2004-2006 Bond Referenda = \$111,840,000		
Completed Projects	Ongoing Projects	
Washington-Lee High School	Career Center – Design	Wakefield High School – Design
Reed School	Jefferson Middle School – Design	Yorktown High School Reconstruction

2008 Bond Referendum = \$99,425,000	
Ongoing Projects	
Career Center - Capital Needs & Improvements	Wakefield High School – Design & Pre-construction Needs
Jefferson Middle School Capital Needs & Improvements	Yorktown High School Reconstruction

2010 Bond Referendum = \$102,888,000	
New Projects	
Wakefield High School - Reconstruction	Fiber Optic Cabling Project – I-Net
HVAC Projects	Roofing Projects

2012 Bond Referendum = \$11,070,000	
New Projects	
HVAC Projects	Fiber Optic Cabling Project – I-Net
	Roofing Projects

2014 Bond Referendum = \$3,350,000	
New Projects	
HVAC Projects	Roofing Projects

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.

In this CIP, no projects are to be funded with current revenues. All projects shown below will be funded with general obligation bonds.

The chart below shows the major construction projects planned over the next six years. Descriptions of each of the projects are found in this document beginning on page 17.

SIX-YEAR MAJOR CONSTRUCTION FUNDING PLAN								
Projects Expenditures	Previous Bonds	FY 2011 (2010 Bond)	FY 2012 (2012 Bond)	FY 2013 (2012 Bond)	FY 2014	FY 2015 (2014 Bond)	FY 2016	FY 11-16
Wakefield High School	\$11,100,000	\$104,613,000	\$0	\$0	\$0	\$0	\$0	\$104,613,000
Fiber Optic Cabling Project	\$0	\$2,303,000	\$0	\$4,350,000	\$0	\$0	\$0	\$6,653,000
HVAC Projects	\$0	\$11,600,000	\$0	\$2,000,000	\$0	\$1,000,000	\$0	\$14,600,000
Roofing Projects	\$0	\$4,700,000	\$0	\$4,720,000	\$0	\$2,350,000	\$0	\$11,770,000
Yorktown High School	\$56,368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$67,468,000	\$123,216,000	\$0	\$11,070,000	\$0	\$3,350,000	\$0	\$137,636,000

Note: The 2010 bond referendum amount will actually be \$102,888,000 as a result of using \$20,328,000 in previously approved bonding authority.

The chart below outlines the timing of the sale of bonds associated with each of the projects in the CIP. It is important to note that the average growth in the debt service over the planning period does not exceed 6.2% and the debt service as a percent of total APS expenditures does not exceed 10% over the planning period, as mandated by County policy.

ANNUAL BOND SALES - FY 2011 - FY 2016 (in millions)							
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total
Wakefield High School	\$29.000	\$46.500	\$29.113				\$104.613
Fiber Optic Cabling Project		\$1.997	\$0.306	\$4.350			\$6.653
HVAC Projects	\$3.000	\$5.800	\$3.800	\$1.000	\$1.000		\$14.600
Roofing Projects	\$2.350	\$2.350	\$2.360	\$2.360	\$2.350		\$11.770
Yorktown High School *	\$10.100	\$8.500					\$18.600
Total	\$44.450	\$65.147	\$35.579	\$7.710	\$3.350	\$0.000	\$156.236
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	
Debt Service Growth	13.2%	8.7%	10.3%	5.4%	-4.8%	-4.9%	
6-year Rolling Average						4.6%	
Debt Service as % of Total Expenditures	8.26%	8.91%	9.47%	9.55%	8.70%	7.93%	

* Funds for the Yorktown project were approved in previous bond referenda. However, the remainder of the bonds needed to complete the project will be sold in FY 2011 and FY 2012, thus impacting our debt service.

CAPACITY ANALYSIS

Projected student capacity for APS in September 2010 is 20,619 seats. This number does not include capacity provided by relocatable classrooms. Overall, APS currently uses 90.5% of its building capacity and has 2,169 seats available countywide. These seats, however, are not evenly distributed throughout APS buildings.

The following table shows enrollment (current and projected) vs. capacity for each APS school building for the CIP planning years.

APS Building Capacities and Projected Student Enrollment, 2010-2015 (No Dual Enrolled Students)

School	Capacity	2010		2011		2012		2013		2014		2015	
		Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent
Abingdon	589	489	83.0%	515	87.4%	520	88.3%	536	91.0%	556	94.4%	564	95.8%
ASF	553	507	91.7%	543	98.2%	540	97.6%	563	101.8%	581	105.1%	588	106.3%
ATS	460	454	98.7%	454	98.7%	454	98.7%	454	98.7%	454	98.7%	454	98.7%
Ashlawn	435	407	93.6%	432	99.3%	449	103.2%	472	108.5%	492	113.1%	493	113.3%
Barcroft	460	374	81.3%	353	76.7%	372	80.9%	379	82.4%	389	84.6%	395	85.9%
Barrett	575	580	100.9%	610	106.1%	624	108.5%	626	108.9%	652	113.4%	662	115.1%
Campbell	434	397	91.5%	423	97.5%	446	102.8%	463	106.7%	462	106.5%	474	109.2%
Carlin Springs	585	622	106.3%	635	108.5%	668	114.2%	694	118.6%	714	122.1%	722	123.4%
Claremont	597	530	88.8%	525	87.9%	545	91.3%	555	93.0%	560	93.8%	575	96.3%
Drew	623	555	89.1%	573	92.0%	590	94.7%	605	97.1%	614	98.6%	623	100.0%
Glebe	509	472	92.7%	511	100.4%	550	108.1%	576	113.2%	596	117.1%	603	118.5%
Henry	463	426	92.0%	464	100.2%	491	106.0%	514	111.0%	537	116.0%	538	116.2%
Hoffman-Boston	564	392	69.5%	371	65.8%	392	69.5%	395	70.0%	403	71.5%	412	73.0%
Jamestown	596	593	99.5%	625	104.9%	669	112.2%	688	115.4%	702	117.8%	720	120.8%
Key	651	658	101.1%	677	104.0%	693	106.5%	703	108.0%	725	111.4%	740	113.7%
Long Branch	533	503	94.4%	519	97.4%	511	95.9%	523	98.1%	527	98.9%	546	102.4%
McKinley	443	453	102.3%	470	106.1%	480	108.4%	496	112.0%	513	115.8%	521	117.6%
Nottingham	513	570	111.1%	631	123.0%	650	126.7%	684	133.3%	691	134.7%	709	138.2%
Oakridge	581	600	103.3%	636	109.5%	654	112.6%	673	115.8%	702	120.8%	707	121.7%
Randolph	484	422	87.2%	451	93.2%	478	98.8%	492	101.7%	511	105.6%	513	106.0%
Taylor	659	652	98.9%	694	105.3%	740	112.3%	763	115.8%	811	123.1%	811	123.1%
Tuckahoe	521	572	109.8%	597	114.6%	595	114.2%	611	117.3%	622	119.4%	635	121.9%
Total Elem Cap	11828	11228	94.9%	11709	99.0%	12111	102.4%	12465	105.4%	12814	108.3%	13005	110.0%
Gunston	932	683	73.3%	689	73.9%	733	78.6%	778	83.5%	817	87.7%	873	93.7%
Jefferson	931	587	63.1%	617	66.3%	649	69.7%	685	73.6%	723	77.7%	768	82.5%
Kenmore	985	729	74.0%	754	76.5%	809	82.1%	842	85.5%	892	90.6%	952	96.6%
Swanson	948	861	90.8%	875	92.3%	931	98.2%	987	104.1%	1038	109.5%	1109	117.0%
Williamsburg	997	950	95.3%	969	97.2%	1040	104.3%	1096	109.9%	1153	115.6%	1232	123.6%
H-B Woodlawn	238	216	90.8%	216	90.8%	216	90.8%	216	90.8%	216	90.8%	216	90.8%
Total Middle Cap	5031	4026	80.0%	4120	81.9%	4378	87.0%	4604	91.5%	4839	96.2%	5150	102.4%
Wakefield	1797	1368	76.1%	1377	76.6%	1383	77.0%	1428	79.5%	1473	82.0%	1549	86.2%
Washington-Lee	1854	1909	103.0%	1929	104.0%	1971	106.3%	1997	107.7%	2076	112.0%	2185	117.9%
Yorktown	1862	1692	90.9%	1684	90.4%	1671	89.7%	1737	93.3%	1797	96.5%	1875	100.7%
H-B Woodlawn	416	396	95.2%	396	95.2%	396	95.2%	396	95.2%	396	95.2%	396	95.2%
Total High Cap	5929	5365	90.5%	5386	90.8%	5421	91.4%	5558	93.7%	5742	96.8%	6005	101.3%
Total	22788	20619	90.5%	21215	93.1%	21910	96.1%	22627	99.3%	23395	102.7%	24160	106.0%
Integration Station	n/a	30	n/a	30	n/a	30	n/a	30	n/a	30	n/a	30	n/a
Stratford Program	n/a	48	n/a	45	n/a	45	n/a	45	n/a	45	n/a	45	n/a
Arlington Mill*	n/a	176	n/a	164	n/a	176	n/a	194	n/a	187	n/a	196	n/a
Langston	n/a	79	n/a	89	n/a	83	n/a	64	n/a	67	n/a	70	n/a
Enrollment TOTAL		20952		21543		22244		22960		23724		24501	

CONSTRUCTION MARKET ESCALATION

An escalation allowance is intended to reflect the following variable predictions of future conditions:

- inflation, which takes into account the market forces of supply and demand on the price level of construction labor and materials, and
- construction market conditions, which affect the level of profit and productivity that contractors use in the submission of their bids.

As we move toward the end of the current recession, it becomes more difficult to predict future construction cost escalation rates. In the near term, there is some confidence that escalation will remain relatively flat but as we move into 2011, there is likely to be a modest increase of 2.5% to 3%. Beyond that, annual escalation could be anywhere from 5% to 10% or more in the out years depending on market factors.

FINANCIAL ANALYSIS

As outlined in the previous sections, projects for inclusion in the CIP are first evaluated on a number of factors primarily based on needs. Once that evaluation was complete, an analysis of APS' financial capacity was performed. Both the analysis of need and the analysis of financial capacity was considered in the development of the CIP and the final placement of projects over the six-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 capital improvements plans each year:

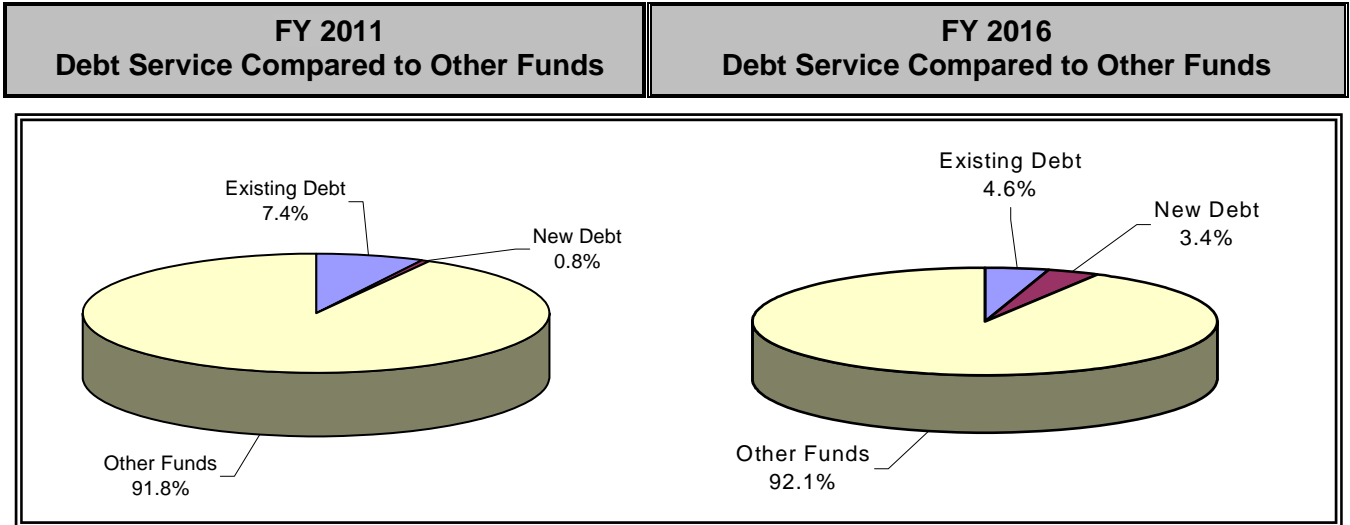
- Net tax-supported debt service payments as a percent of general expenditures will not exceed 10% within the six-year projection (here, general expenditures includes all funds except the Capital Projects Fund)
- The ratio of net tax-supported debt to income will not exceed 6% within the six-year projection
- Net tax-supported debt as a percentage of full market value ratio will not exceed 4% within the six-year projection
- Debt service growth over the six-year projection should not exceed the average ten-year historical revenue growth

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 tables on page 11 show the projects that are included in APS' FY 2011 – FY 2016 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. While the amount included in the 2010 bond referendum might appear large, it is important to note that it is the timing of the sale of the bonds that directly affects debt service and hence debt capacity, not the amount of the bond referendum. The 2010 referendum will seek authorization for the full amount for construction of Wakefield High School, less the bonding authority

remaining from the 2008 bond referendum (see page 11), even though the sale of the bonds will take place over three years because once construction is begun, there will be no logical stopping point.

In FY 2011, for every dollar spent by APS on funds other than the Capital Projects Fund, 8.2 cents will be applied to debt service. In FY 2016, it is anticipated that 7.9 cents of each dollar spent by APS will be applied to debt service, a reduction of 0.3 cents per dollar over the planning period.



To determine when the bonds should be sold for the adopted projects, Facilities staff estimates the project schedules. The tentative start dates for the projects in the 2010 bond are identified below.

2010 Bond		
Location	Project	Tentative Start Date
Wakefield High School	Construction	July 2011
Fiber Optic Cabling Project	Construction	Summer 2012
HVAC Projects	Renovation	Summer 2011
Roofing Projects	Renovation	Summer 2011

During the development of this CIP, Finance staff prepared and analyzed numerous financial scenarios in which the variables were project timing, project costs, sale of bonds, and growth in County revenues. These scenarios provided estimates of funds available for the CIP.

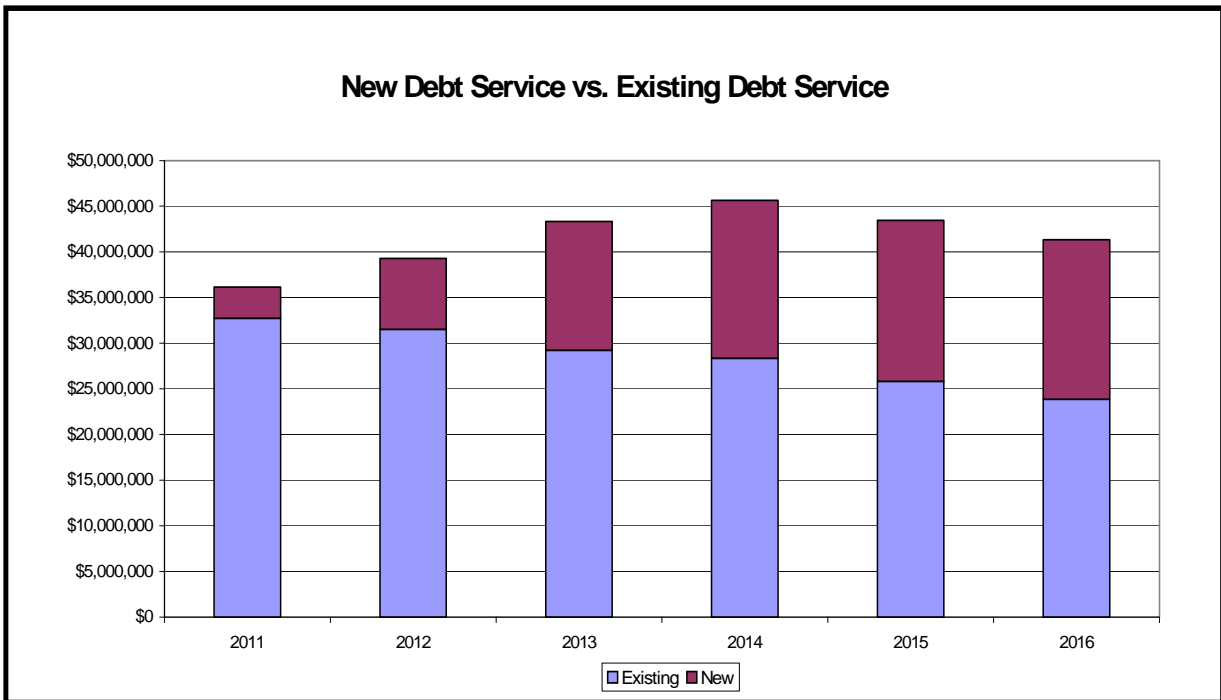
Using the project schedules, APS staff, in conjunction with construction professionals, developed a cash flow projection for each project. The chart below was based on the estimated project schedule and the projected cash flow analysis for each project as well as the updated three-year budget forecast based on the School Board’s Adopted FY 2011 budget. The updated three-year budget forecast, which will be reviewed by the School Board at a CIP Work Session, includes the following assumptions:

- total locally-generated County revenues increase by 0% for FY 2012, 3% for FY 2013 and 4% per year for FY 2014 and beyond;

- the existing Revenue Sharing Agreement continues at the same level as FY 2011 plus additional funding each year for increased enrollment;
- State revenues increase by \$1.5 million in FY 2012 based on the General Assembly's adopted 2010-2012 biennial budget and remain at that level for FY 2013 through FY 2016;
- federal revenues remain at the same level as FY 2011;
- federal stimulus funding is no longer available in FY 2012 and beyond;
- budgeted carry-forward equals \$2.5 million on an annual basis;
- debt service is based on the sale of bonds for a 20-year term at a fixed interest rate of 5.0%;
- expenditures in FY 2012 through FY 2014 are based on the School Board's Adopted FY 2011 budget and projected increases or decreases for changes in baseline services based on contractual obligations or program needs; and
- no funding for step increases or any compensation adjustment is included in any year.

The "Revenue Surplus/(Shortfall)" column is derived by subtracting the "Total Expenditures not including Debt Service" and "Total Debt Service" columns from the "Estimated Total Revenue" column.

Fiscal Year	Estimated Total Revenue	Total Expenditures not including Debt Service	Debt Service			Revenue Surplus/ (Shortfall)
			Existing	New	Total	
FY 2011	\$442,029,383	\$405,890,283	\$32,730,600	\$3,408,500	\$36,139,100	\$0
FY 2012	\$445,421,327	\$412,523,542	\$31,524,879	\$7,768,288	\$39,293,167	(\$6,395,382)
FY 2013	\$462,121,327	\$411,616,962	\$29,238,036	\$14,086,650	\$43,324,686	\$7,179,679
FY 2014	\$482,721,327	\$430,319,924	\$28,367,150	\$17,285,345	\$45,652,495	\$6,748,908







Arlington Public Schools

Capital Improvement Plan

Major Construction Projects Details

MAJOR CONSTRUCTION PROJECT DETAIL DESCRIPTIONS

In this section of the CIP, an overview is provided for each of the projects planned in the next six years. The overviews include a general description of the project and an assessment of the operating impact of the project. Also shown is a table that outlines the fiscal year or bond year in which funding is provided over the six-year planning period (FY 2011 – FY 2016). Where applicable, funding from prior years is noted.

FIBER OPTIC CABLE INSTALLATION

County Wide

Project Cost Estimates

Major Capital Investment

Fiber Optic Cabling	<u>\$6,653,000</u>
Total	\$6,653,000

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, and the County and APS must begin planning now to ensure they have options to provide their own cable network if a new franchise agreement cannot be approved. Even if an agreement can be reached, the County intends to move forward with its own fiber optic cable network. The funding included in this CIP represents APS' share of the cost to provide fiber optic cable to meet future APS communications needs.

The fiber optic communications network is projected to be complete in FY 2016. Effective July 1, 2013, at the expiration of the franchise agreement, it is not certain that Comcast will continue to provide fiber for the Institutional Network (I-Net). Instead, maintenance costs will be required to provide equivalent fiber connections and are included in the three-year budget forecast as part of the operating budget.

OPERATING IMPACT If the County and APS do not provide their own fiber optic cable network, effective July 1, 2013, it is estimated APS will need to pay approximately \$1,865,000 annually for fiber connections.

FY 2011 - FY 2016 PROJECT FUNDING							
Source of Funds	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	FY 2015 (2014 Bond)	FY 2016	Total
Bond	\$2,303,000		\$4,350,000		-	-	\$6,653,000
Total	\$2,303,000	\$0	\$4,350,000	\$0	\$0	\$0	\$6,653,000

HVAC PROJECTS

Various Locations

Project Cost Estimates

Major Maintenance Investment

Taylor Elementary HVAC	\$ 5,600,000
HB Woodlawn HVAC	\$ 4,000,000
Other Elementary HVAC	<u>\$ 5,000,000</u>
Total	\$14,600,000

PROJECT DESCRIPTION In 2007, APS created a task force to review HVAC needs throughout the system. The Facilities Maintenance department continues to review its overall staffing resources to re-align them with current priorities. For example, carpentry positions have been converted to HVAC positions to facilitate the implementation of an evening shift. This shift will be dedicated to preventive maintenance which will prolong the life of all HVAC equipment thereby providing significant long-term savings. As well as offering financial benefit and improved comfort for our school population, this strategy has environmental benefits. As an example, changing filters at quarterly can save as much as one third in energy consumption.

Over the past four years, APS has allocated over \$3.7 million to improve HVAC systems in APS buildings. However, to make an even greater impact, bond financing will be used to continue to provide HVAC system improvements. Work to be performed will include replacement of chillers, boilers, and water towers. Specific details of the work to be performed at each school are available in the Posey and Lutz reports; a copy of each report is available in the Facilities and Operations department.

OPERATING IMPACT Since these projects are expected to include significant HVAC systems work, it is expected that these improvements will affect utility costs. However, until projects are completed, the effect on utilities cannot be quantified.

FY 2011 - FY 2016 PROJECT FUNDING							
Source of Funds	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	FY 2015 (2014 Bond)	FY 2016	Total
Bond	\$8,800,000	-	\$4,800,000	-	\$1,000,000	-	\$14,600,000
Total	\$8,800,000	\$0	\$4,800,000	\$0	\$1,000,000	\$0	\$14,600,000

ROOFING PROJECTS

Various Locations

Project Cost Estimates

Major Maintenance Investment

Roofing Various Locations	<u>\$11,770,000</u>
Total	\$11,770,000

PROJECT DESCRIPTION As part of the MC/MM budget process, APS has provided some funding for roofing projects in past years. To provide a more comprehensive approach to improving roofing throughout the system, APS contracted for a study to review sixteen buildings. The report has been completed and provides recommendations for improvements to the sixteen buildings. Specific details of work to be performed at each school are available in the Gale report. A copy of the report is available in the Facilities and Operations department.

The table below shows the funding included for major roofing projects during this planning period.

OPERATING IMPACT Once major roofing systems are replaced or repaired, it is expected annual maintenance costs will decrease.

FY 2011 - FY 2016 PROJECT FUNDING							
Source of Funds	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	FY 2015 (2014 Bond)	FY 2016	Total
Bond	\$4,700,000	-	\$4,720,000	-	\$2,350,000	-	\$11,770,000
Total	\$4,700,000	\$0	\$4,720,000	\$0	\$2,350,000	\$0	\$11,770,000

WAKEFIELD HIGH SCHOOL

4901 S. CHESTERFIELD ROAD, ARLINGTON, VA 22206

FY 2011 Capacity 1,564
 FY 2011 Enrollment 1,368

FY 2016 Capacity 1,600
 FY 2016 Enrollment 1,549

Project Cost Estimates

Soft Cost \$ 18,000,000
 Construction \$ 97,713,000
 Total \$115,713,000



PROJECT DESCRIPTION Wakefield High School was constructed in 1953 and a swimming pool was added in the 1970s. The design team has completed a Schematic Design Report which was approved by the School Board in June 2009 and the Design Development phase was completed in March 2010. Construction documents will be completed in March 2011 to allow for a July 2011 construction start if funding for the project is approved in the November 2010 referendum.

The new Wakefield High School will comprise approximately 386,000 square feet and will be located at the corner of South George Mason Drive and South Dinwiddie Streets. The new design will include innovative educational facilities as well as cultural resources such as a new natatorium, a black box theater and a performing arts theater, auxiliary and main gymnasium spaces, a media center, and a collegiate-style student lounge off of a central outdoor courtyard space. The site will also include a new pedestrian and bike trail connection throughout the campus, new baseball and softball fields, practice fields, bicycle facilities, and an outdoor restroom facility. In anticipation of 2010 bond funding approval, the project would commence in July 2011 and occupancy of the new school building would occur in Fall 2013. Demolition of the existing school and construction of athletic fields would be completed in the Spring 2014.

The Wakefield project will use a geothermal heat pump mechanical system which is more efficient than a traditional cooling system or air source heat pump system. As an all electric system, the geothermal system can take advantage of any future changes in electricity generation modes and is not tied to a single fuel source and its costs and pollution profiles. Overall, the geothermal system is expected to realize about 10% less energy use per year than the conventional system. In addition, Wakefield will have solar hot water and photovoltaic generation of electricity.

OPERATING IMPACT Since this project is expected to have new, more energy efficient mechanical systems, it is anticipated this project will affect utility costs. However, until the new building has been in use for a period of time, the effect on utilities cannot be quantified.

FY 2011 - FY 2016 PROJECT FUNDING							
Source of Funds	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	FY 2015 (2014 Bond)	FY 2016	Total
Bond	\$104,613,000	-	-	-	-	-	\$104,613,000
Total	\$104,613,000	\$0	\$0	\$0	\$0	\$0	\$104,613,000





Arlington Public Schools

Capital Improvement Plan

Capital Projects Fund

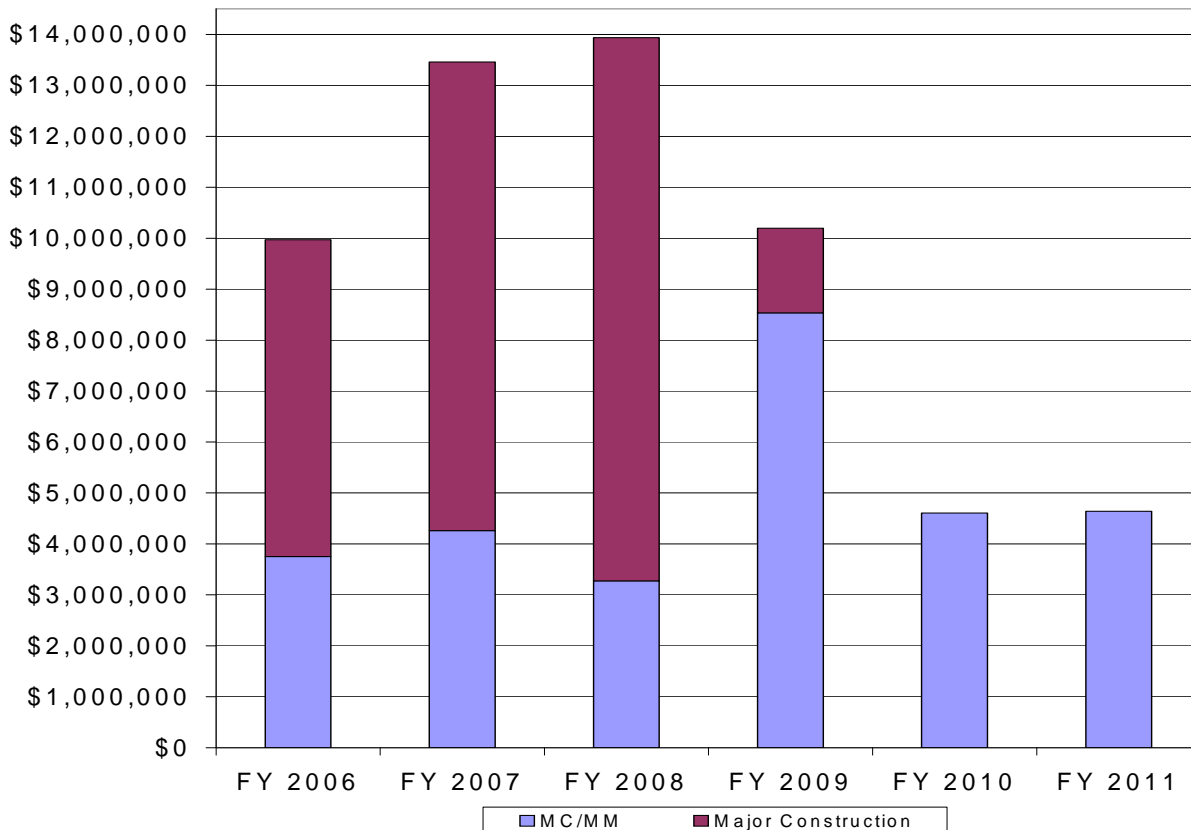
The Capital Projects Fund includes three programs:

- Minor Construction/Major Maintenance (MC/MM)
- Major Construction
- Joint Projects

Until FY 2005, the Capital Projects Fund, which is funded by current revenues, included only the Minor Construction/Major Maintenance program. However, with the increased desire to allocate current revenues to major construction projects such as renewals and additions it was necessary to establish a second program to distinguish funds for major construction from those allocated for minor construction/major maintenance projects. Additionally, a Joint Projects program was established to account for funds received from the County as reimbursement for its share of joint construction projects.

Prior to FY 2002, the funding level of the Capital Projects Fund had remained relatively constant. In FY 2002, the Capital Projects Fund budget was increased to begin addressing the backlog of major maintenance building needs and the continued need for relocatables.

The following table shows the funds budgeted in the Capital Projects Fund as part of each adopted budget since FY 2006.



MINOR CONSTRUCTION/MAJOR MAINTENANCE

The Minor Construction/Major Maintenance (MC/MM) program of \$4,641,371 for FY 2011 provides funding for major system and component replacement, improvements in the configuration of educational spaces and facility systems, and a budget reserve.

This year, over 210 requests were received from principals, program managers and building managers for consideration. The MC/MM Committee, comprising members of the Facilities and Finance departments, representatives from each principals group and an Advisory Council on School Facilities member, reviewed 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 categorized 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. Some requests were forwarded to the Maintenance department to be completed as work orders. Once the remaining requests were reviewed and prioritized according to the criteria listed above, staff developed the MC/MM Budget.

The MC/MM projects for FY 2011 identified on page 27 total \$4,641,371.

MAJOR CONSTRUCTION

This CIP provides no pay-as-you-go funding for major capital projects.

JOINT PROJECTS

This CIP provides no pay-as-you-go funding for joint projects.

FUNDING SUMMARY

The chart below is a summary of current revenue allocated to the Minor Construction/Major Maintenance and Major Construction Funds. The out-year projections shown are estimates only and will likely change, depending upon the availability of funds during budget development each year.

CAPITAL PROJECTS FUND BY ACCOUNT								
Account Description	Adopted FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total FY 11 - FY 16
ADA Upgrades	\$100,000	\$100,000	\$100,000	\$75,000	\$75,000	\$75,000	\$75,000	\$500,000
Annual Testing	\$250,000	\$250,000	\$250,000	\$200,000	\$190,000	\$180,000	\$170,000	\$1,240,000
Asbestos Abatement	\$160,000	\$160,000	\$160,000	\$100,000	\$95,000	\$80,000	\$75,000	\$670,000
Building Syst. Renewal	\$1,151,800	\$1,455,000	\$1,355,000	\$1,355,000	\$1,355,000	\$1,355,000	\$1,355,000	\$8,230,000
Concrete Replacement	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Consulting Fees	\$60,000	\$120,000	\$120,000	\$100,000	\$100,000	\$100,000	\$100,000	\$640,000
Energy Conservation	\$0	\$0	\$50,000	\$25,000	\$25,000	\$20,000	\$15,000	\$135,000
Facility Improvements	\$210,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
Flooring	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Grounds Improvements	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$390,000
HVAC Reserve	\$140,334	\$140,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$640,000
Indoor Air Quality (IAQ)	\$150,000	\$150,000	\$150,000	\$100,000	\$75,000	\$75,000	\$75,000	\$625,000
Kitchen Equipment	\$20,000	\$62,000	\$62,000	\$62,000	\$62,000	\$62,000	\$62,000	\$372,000
Painting	\$0	\$0	\$0	\$125,000	\$100,000	\$100,000	\$100,000	\$425,000
Paving	\$0	\$0	\$0	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
Playgrounds	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000
Relocatables	\$550,000	\$585,000	\$620,000	\$690,000	\$760,000	\$760,000	\$760,000	\$4,175,000
Roofing	\$100,000	\$100,000	\$100,000	\$75,000	\$75,000	\$75,000	\$75,000	\$500,000
Security	\$400,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000
Theater Safety Projects	\$0	\$100,000	\$85,000	\$25,000	\$25,000	\$25,000	\$25,000	\$285,000
Sal & Ben./Adm. Costs	\$821,753	\$737,232	\$759,300	\$782,100	\$805,600	\$829,800	\$854,700	\$4,768,732
Budget Reserve	\$396,858	\$327,139	\$325,071	\$262,271	\$233,771	\$239,571	\$234,671	\$1,622,494
Capital Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal - MC/MM	\$4,605,745	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$27,848,226
Major Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal - Maj. Const.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,605,745	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$4,641,371	\$27,848,226





Arlington Public Schools

Capital Improvement Plan

Capital Projects Fund – Project List

The following list provides information for the Minor Construction/Major Maintenance projects planned for FY 2011. Listed is the name of the building at which the work will be completed, a brief project description, and the anticipated cost of the project. Specific projects for the out-years will be identified each year during the annual budget development process.

FY 2011 Minor Construction/Major Maintenance (MC/MM) Projects

Ashlawn

Replace fire alarm main panel	\$40,000
Repair structural issue	<u>\$100,000</u>
	\$140,000

Arlington Science Focus

Repair playfield	<u>\$50,000</u>
	\$50,000

Barrett

Replace remaining roof	\$430,000
Repair playfield	<u>\$50,000</u>
	\$480,000

Campbell

Replace rooftop units	<u>\$300,000</u>
	\$300,000

Career Center

Replace first floor carpet	<u>\$60,000</u>
	\$60,000

Claremont

Replace two ventilation units	\$35,000
Replace ten additional heat pump units	<u>\$60,000</u>
	\$95,000

HB Woodlawn

Replace chiller	<u>\$150,000</u>
	\$150,000

Henry

Upgrade fire alarm system	<u>\$130,000</u>
	\$130,000

Long Branch

Repair two ventilation units	<u>\$70,000</u>
	\$70,000

Williamsburg

Replace office AC unit	<u>\$40,000</u>
	\$40,000

System-wide – Scheduled Replacement Projects

System-wide

ADA upgrades - various projects	\$100,000
Annual testings - fire alarms, water, backflow prevention, sprinkler, etc.	\$250,000
Asbestos/air monitoring - various projects	\$160,000
Consulting fees - various projects	\$120,000
Grounds improvements - various projects	\$65,000
HVAC controls upgrade	\$85,000
HVAC in communications closets (Ashlawn, Campbell, Gunston, Randolph)	\$55,000
Indoor air quality (IAQ) - investigation and remediation	\$150,000
Kitchen equipment upgrades and installation (ATS, Ashlawn, Drew)	\$62,000
Playgrounds - various projects	\$30,000
Relocatables	\$585,000
Roofing - various projects	\$100,000
Security - various projects	\$200,000
Theater safety inspection corrections	\$100,000
MC/MM Budget Reserve	\$327,139
Salaries & Benefits/Administrative Costs	<u>\$737,232</u>
Subtotal System-wide	\$3,126,371
Subtotal - Current revenues allocated to MC/MM	\$4,641,371



Arlington Public Schools

Capital Improvement Plan

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 nearly 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 \$509,023,500 for school construction.

Since 1996, APS has renovated, renewed or expanded 18 schools; replaced or reconstructed eight schools; constructed one entirely new school and one new track facility; and provided technology cabling for all schools. Also since 1996, the roof has been replaced at Wakefield High School and renovations to portions of the Education Center have occurred. These projects and their actual costs (through December 31, 2009) may be found on the following page.

Additionally, since 1996, more than \$55 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. These projects are still funded by current revenues (non-bond) on a pay-as-you-go basis.



Bond Referenda Summary

1988	\$12,800,000
1990	\$23,000,000
1992	\$24,425,000
1994	\$36,100,000
1996	\$29,120,000
1998	\$50,705,000
2000	\$42,612,500
2002	\$78,996,000
2004	\$78,128,000
2006	\$33,712,000
2008	<u>\$99,425,000</u>
	\$509,023,500

For the joint projects at Drew, Gunston, Hoffman-Boston and Langston, the costs shown include the APS and County project costs. The costs shown are the final project costs except where otherwise noted.

RENEWALS AND/OR EXPANSION OF 18 SCHOOLS

1. Abingdon.....	\$685,243	
2. Arlington Science Focus	\$8,213,531	
3. Arlington Traditional	\$5,967,856	
4. Ashlawn.....	\$1,022,579	
5. Barrett	\$3,417,215	
6. Campbell.....	\$2,325,153	
7. Claremont.....	\$7,596,177	
8. Glebe.....	\$10,270,595	As of 3/31/10
9. Gunston Phases II & III	\$18,787,032	
10. HB Woodlawn	\$3,613,026	
11. Jamestown	\$5,907,181	
12. Jefferson	\$4,065,076	As of 3/31/10
13. Key	\$7,324,808	
14. Nottingham	\$12,800,149	As of 3/31/10
15. Oakridge.....	\$6,925,880	
16. Swanson	\$6,457,246	As of 3/31/10
17. Tuckahoe	\$5,892,673	
18. Williamsburg.....	\$3,485,959	

REPLACEMENT/RECONSTRUCTION OF 8 SCHOOLS

1. Drew.....	\$13,077,017	
2. Hoffman-Boston	\$12,721,115	
3. Kenmore.....	\$37,898,469	As of 3/31/10
4. Langston	\$9,681,193	
5. Reed.....	\$15,829,908	As of 3/31/10
6. Washington-Lee	\$99,147,658	As of 3/31/10
7. Yorktown Phase I.....	\$9,599,840	
8. Yorktown Phase II.....	\$26,442,672	As of 3/31/10

ONE NEW SCHOOL

1. Carlin Springs.....	\$15,232,091
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OTHER

1. Ed Center renovations	\$2,295,333
2. Wakefield roof replacement	\$1,330,880
3. Washington-Lee track.....	\$1,390,676