

Financial & Debt Management Policies

Approved April 19, 2008 and Amended July 22, 2008

Budgeting, Planning & Reserves

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

Long-Term Financial Planning: The County will annually develop a six year forecast of General Fund revenues, expenditures and will maintain a biennially updated, 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.

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

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

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

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

Other Post-Employment Benefits (OPEB) Funding: The County will use an actuarially accepted method of funding its other post-employment benefits to maintain a fully-funded position. The County's contribution to other post-employment benefit costs will be adjusted annually as necessary to maintain full

funding. If the County reaches its actuarial-required contribution (defined as County and employee contributions that when expressed as a percent of annual covered payroll are sufficient to accumulate assets to pay benefits when due), the County may reduce its contribution provided that the amount reduced from the annual actuarial requirement will only be used for one-time, non-recurring expenses in order to provide the ability to increase contributions as may be required by future market conditions.

Capital Improvement 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.
7. Voter referenda to authorize general obligation bonds should only be presented to voters when the analysis of the County's debt capacity demonstrates the ability of the County to fund the debt service for the bonds based on the County's "Financial and Debt Service Policies." Absent a compelling reason to do otherwise, the County should have the capacity to initiate construction projects within the two-year period before the next bond referendum. There should also be a demonstrated capability for the County to complete any project approved by referendum within the 8-year time period mandated under state law for sale of authorized bonds. The term "County" in this specific policy includes the Arlington County Government and any entity that receives bond funding from the County (such as the Arlington County Public Schools and the Washington Metropolitan Transit Authority).

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.
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.
6. The County will refund debt when it is in the best financial interest of the County to do so. When a refunding is undertaken to generate interest rate cost savings, the minimum aggregate present value savings will be three percent of the refunded bond principal amount.

Variable Rate Debt

1. Unhedged variable rate debt exposure should not exceed approximately twenty percent of total outstanding debt. Cash, short-term investments and variable rate debt for which the County has eliminated or reduced variable rate exposure through the use of derivative products may serve as a hedge for variable rate debt and the County may increase variable rate debt over twenty percent accordingly.
2. Debt service on variable rate bonds will be budgeted at a conservative rate.
3. Before issuing variable rate bonds, the County will determine how potential spikes in the debt service will be funded.
4. Before issuing any variable rate bonds, the County will determine the impact of the bonds on the County's total debt capacity under various interest rate scenarios; evaluate the risk inherent in the County's capital structure, giving consideration to both the County's assets and its liabilities; and develop a method for budgeting for debt service.

Derivatives

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

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

Special Revenue / Enterprise Funds

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

to state legislation for new transportation funding. The Stormwater Special District Fund is proposed in lieu of a self-supporting, user fee-based enterprise fund.

Utilities Fund

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

Transportation 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.
2. Operating program enhancements (outside base program) that clearly document transportation benefits may be eligible for support from the Transportation Investment Fund
3. No more than 3-5 percent of annual funding should be used for project administration, indirect & overhead costs to support capital projects.
4. A reserve equivalent to ten to twenty percent of annual budgeted revenue will be established.
5. A five to ten year financial plan and model will be developed that integrates project cashflow forecasts, revenue projections, and financial / debt management policies and will factor in other non-County funding sources, including federal, state, regional, and private funding.
6. The County will prudently balance the use of new transportation funding sources between pay-as-you-go funding and leveraging through new bond issuance. Use of leveraging will be dependent on project size, cash flow, and timing projections.
7. If the County chooses to issue debt supported by dedicated transportation funding sources, such debt will be structured to be self-supporting and will not count against the County's general tax supported obligation debt ratios or capacity. Debt service coverage on such debt will range from

1.10 to 1.50 times, depending on the type of debt issued. The term on such bonds will not exceed the average useful life of the assets financed, and amortization will be structured to match the supporting revenue stream.

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

Stormwater Fund

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

Arlington, Virginia

FY 2009 - FY 2014 Adopted CIP - Program Detail (000s)

PROGRAM CATEGORY	FY 2009 PAYG	FY 2009 Other Sources	FY 2009 GO BOND	FY 2010 PAYG	FY 2010 Other Sources	FY 2011 PAYG	FY 2011 Other Sources	FY 2011 GO BOND	FY 2012 PAYG	FY 2012 Other Sources	FY 2013 PAYG	FY 2013 Other Sources	FY 2013 GO BOND	FY 2014 PAYG	FY 2014 Other Sources	FY 09-14 TOTAL
LOCAL PARKS & RECREATION																
Parks and Recreation Maintenance Capital	2,620			3,500		3,500		-	3,500		3,500		-	3,500		20,120
Park Enhancement Grants	80			80		80			80		80			80		480
Parks Master Plan	600	-	-	-		-		2,000	-		-		4,000	-		6,600
Tyroll Hill Park Phase 2	-	-	-	-		-		1,600	-		-		-	-		1,600
Synthetic Fields								1,500					1,500			3,000
Herdon & 13th Park								1,200					-			1,200
Public Art								300					600			900
Long Bridge Acquatics Center											26,000		30,000			56,000
Total Project Cost	3,300	-	-	3,580	-	3,580	-	6,600	3,580	-	29,580	-	36,100	3,580	-	89,900
Less: Developer Contributions											26,000					26,000
Net General Fund Tax Support	3,300	-	-	3,580	-	3,580	-	6,600	3,580	-	3,580	-	36,100	3,580	-	63,900
TRANSPORTATION & PEDESTRIAN INITIATIVES																
Transportation Maintenance Capital	3,786			6,250		6,250		-	6,250		6,250		-	6,250		35,036
WALKArlington, Bike Arlington, NTC	1,475			1,570												3,045
Complete Streets	8,250			6,350												14,600
Transit	17,420			26,215												43,635
Buckingham Redevelopment - road improve						10,600										10,600
Program Outyear						25,131		3,000	26,997		28,827		4,000	43,882		131,837
Total Project Cost	30,931	-	-	40,385	-	41,981	-	3,000	33,247	-	35,077	-	4,000	50,132	-	238,753
Less: Commonwealth/Federal Funding	7,152			11,620		6,633			3,258		4,150			7,370		40,183
Less: Developer Contributions						6,260								10,860		17,120
Less: Transportation Investment Fund	19,043			22,215		22,538			23,439		24,377			25,352		136,964
Net General Fund Tax Support	4,736	-	-	6,550	-	6,550	-	3,000	6,550	-	6,550	-	4,000	6,550	-	44,486
METRO																
METRO	5,500	-	10,000	17,200		-		20,000	13,200		-		15,000	3,600		84,500
Total Project Cost	5,500	-	10,000	17,200	-	-	-	20,000	13,200	-	-	-	15,000	3,600	-	84,500
Less: Revenue from the Commonwealth	5,500	-	-	17,200		-		-	13,200		-		-	3,600		39,500
Net General Fund Tax Support	-	-	10,000	-	-	-	-	20,000	-	-	-	-	15,000	-	-	45,000
COMMUNITY CONSERVATION																
Buckingham Village Redevelopment			34,500					4,200					2,000			40,700
Neighborhood Conservation	500	-	9,000	500		500		12,000	500		500		12,000	500		36,000
Land Acquisition	-	-	-	-		-		5,000	-		-		5,000	-		10,000
Total Project Cost	500	-	43,500	500	-	500	-	21,200	500	-	500	-	19,000	500	-	86,700

Arlington, Virginia
 FY 2009 - FY 2014 Adopted CIP - Program Detail (000s)

PROGRAM CATEGORY	FY 2009 PAYG	FY 2009 Other Sources	FY 2009 GO BOND	FY 2010 PAYG	FY 2010 Other Sources	FY 2011 PAYG	FY 2011 Other Sources	FY 2011 GO BOND	FY 2012 PAYG	FY 2012 Other Sources	FY 2013 PAYG	FY 2013 Other Sources	FY 2013 GO BOND	FY 2014 PAYG	FY 2014 Other Sources	FY 09-14 TOTAL
PUBLIC / GOVERNMENT FACILITIES																
Public Facilities Maintenance Capital	3,000			5,000		5,000		-	5,000		5,000		-	5,000		28,000
Americans with Disabilities Act - MC	1,000	-	-	1,000		1,000		-	1,000		1,000		-	1,000		6,000
Energy Efficiency - Maintenance Capital	400	-	-	400		400		-	400		400		-	400		2,400
Facilities Master Plan	-	2,000	-	-		-		10,000	-		-		10,000	-		22,000
Career Center / Thomas Jefferson	-	1,200	1,800	-		-		-	-		-		-	-		3,000
Total Project Cost	4,400	3,200	1,800	6,400	-	6,400	-	10,000	6,400	-	6,400	-	10,000	6,400	-	61,400
PUBLIC SAFETY																
Breathing Apparatus - FIR	-	1,825														1,825
Detention Facility Security System - SHF					2,736											2,736
Total Project Cost	-	1,825	-	-	2,736	-	-	-	-	-	-	-	-	-	-	4,561
Less: Debt Service Savings					1,306											1,306
Net General Fund Tax Support	-	1,825	-	-	1,430	-	-	-	-	-	-	-	-	-	-	3,255
INFORMATION TECHNOLOGY																
Client-Based Financial System - DHS	595															595
Electronic Records Management Strategy - DTS	465															465
Redaction of Circuit Court Records - CC	590															590
Mobile Data Computers - POL, SHR, FIR	350				2,000											2,350
Network & Telephone Refresh - DTS		5,000			1,000											6,000
PC Replacement - DTS		2,000			1,500											3,500
Information Technology Maintenance Capital		-	-	3,000		3,000		-	3,000		3,000		-	3,000		15,000
Total Project Cost	2,000	7,000	-	3,000	4,500	3,000	-	-	3,000	-	3,000	-	-	3,000	-	28,500
Less: Debt Service Savings	-	1,742	-	-	1,023	-	-	-	-	-	-	-	-	-	-	2,765
Net General Fund Tax Support	2,000	5,258	-	3,000	3,477	3,000	-	-	3,000	-	3,000	-	-	3,000	-	25,735
REGIONAL PROGRAMS																
Northern Virginia Community College	195		-	202		205		-	208		210		-	213		1,233
Northern Virginia Regional Park Authority	514		-	539		565		-	592		620		-	650		3,480
Peumansend Creek Regional Jail Authority	176		-	170		164		-	156		146		-	139		951
Northern Virginia Criminal Justice Academy	234		-	256		256		-	256		257		-	257		1,516
Total Project Cost	1,119	-	-	1,167	-	1,190	-	-	1,212	-	1,233	-	-	1,259	-	7,180
CAPITAL CONTINGENCY																
Capital Contingency	1,735		-	2,000		2,000	2,300	-	2,000	6,000	2,000	11,100	-	2,000	12,000	43,135
Total Project Cost	1,735	-	-	2,000	-	2,000	2,300	-	2,000	6,000	2,000	11,100	-	2,000	12,000	43,135
Total General Fund Capital Projects	49,485	12,025	55,300	74,232	7,236	58,651	2,300	60,800	63,139	6,000	77,790	11,100	84,100	70,471	12,000	644,629
Less: Other Financing Sources	31,695	1,742	-	51,035	2,329	35,431	-	-	39,897	-	28,527	-	-	47,182	-	237,838
Net General Fund Tax Support	17,790	10,283	55,300	23,197	4,907	23,220	2,300	60,800	23,242	6,000	49,263	11,100	84,100	23,289	12,000	406,791

Arlington, Virginia

FY 2009 - FY 2014 Adopted CIP - Program Detail (000s)

PROGRAM CATEGORY	FY 2009 PAYG	FY 2009 Other Sources	FY 2009 GO BOND	FY 2010 PAYG	FY 2010 Other Sources	FY 2011 PAYG	FY 2011 Other Sources	FY 2011 GO BOND	FY 2012 PAYG	FY 2012 Other Sources	FY 2013 PAYG	FY 2013 Other Sources	FY 2013 GO BOND	FY 2014 PAYG	FY 2014 Other Sources	FY 09-14 TOTAL
WATER & SEWER INFRASTRUCTURE																
Water Distribution System Improvements	2,200		-	1,600		2,950		-	2,950		2,950		-	2,950		15,600
Sanitary Sewer System Improvements	2,095		-	2,530		3,050		-	2,250		2,325		-	2,325		14,575
WPCP Non-expansion Capital	2,600		-	3,369		1,834		-	2,425		3,048		-	2,653		15,929
WPCP Expansion Capital	117,877		50,000	31,384		7,181		-	72		-		-	-		206,514
Maintenance Capital	8,486		-	8,050		7,800		-	8,100		7,950		-	7,950		48,336
Total Project Cost	133,258	-	50,000	46,933	-	22,815	-	-	15,797	-	16,273	-	-	15,878	-	300,954
Less: Dev Contribution + Master Lease	4,895		-	4,735		6,325		-	5,542		5,634		-	5,652		32,783
Less: Inter-Jurisdictional Revenue	23,172		-	16,384		7,181		-	72		-		-	-		46,809
Less: Commonwealth Loan Fund	95,000		-	15,000		-		-	-		-		-	-		110,000
Water & Sewer User Fee Supported	10,191	-	50,000	10,814	-	9,309	-	-	10,183	-	10,639	-	-	10,226	-	111,362
Stormwater Management Fund																
Stormwater Management Projects	3,674			3,852		4,227			4,365		4,522			4,632		25,272
Total Project Cost	3,674			3,852		4,227			4,365		4,522			4,632		25,272
Less: Sanitary Tax District	3,674			3,852		4,227			4,365		4,522			4,632		25,272
Net General Fund Tax Support	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total County	186,417	12,025	105,300	125,017	7,236	85,693	2,300	60,800	83,301	6,000	98,585	11,100	84,100	90,981	12,000	970,855
Less: Other Financing Sources	158,436	1,742	-	91,006	2,329	53,164	-	-	49,876	-	38,683	-	-	57,466	-	452,702
Net Tax Support & User Fees	27,981	10,283	105,300	34,011	4,907	32,529	2,300	60,800	33,425	6,000	59,902	11,100	84,100	33,515	12,000	518,153
SCHOOLS CAPITAL	12,111	-	99,425	5,046		5,107		-	5,186		5,283		156,680	5,396		294,234
TOTAL COUNTY & SCHOOLS	198,528	12,025	204,725	130,063	7,236	90,800	2,300	60,800	88,487	6,000	103,868	11,100	240,780	96,377	12,000	1,265,089
LESS OTHER FINANCING SOURCES	158,436	1,742	-	91,006	2,329	53,164	-	-	49,876	-	38,683	-	-	57,466	-	452,702
NET GF TAX SUPPORT & USER FEES	40,092	10,283	204,725	39,057	4,907	37,636	2,300	60,800	38,611	6,000	65,185	11,100	240,780	38,911	12,000	812,387

CIP Comparison by Program Category

Beginning with the FY 2009 presentation, the CIP includes the funding of projects from new funding sources: the Transportation Investment Fund - 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; the Stormwater Management Fund - a new 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. Also, beginning with FY 2009, although not a new source of funding, the Master Lease financing is included in the presentation of the CIP.

Capital Program Funding Costs Summary (000s)

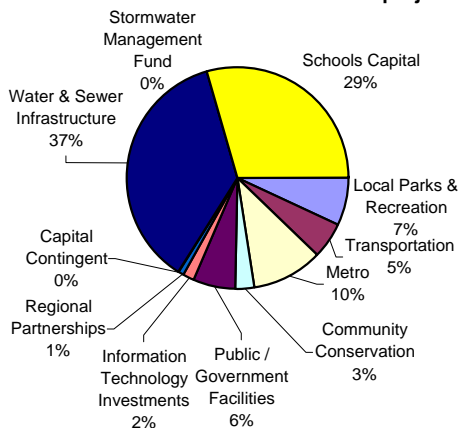
Program Category	FYs 07 - 12	FYs 09 - 14	Amount Change	% Change
Local Parks & Recreation	62,125	89,900	27,775	44.7%
Transportation (1)	45,090	238,753	193,663	429.5%
Metro	89,500	84,500	(5,000)	-5.6%
Community Conservation	24,800	86,700	61,900	249.6%
Public /Government Facilities	54,031	61,400	7,369	13.6%
Information Technology Investments	15,720	17,000	1,280	8.1%
Regional Partnerships	6,655	7,180	525	7.9%
Capital Contingency	-	11,735	11,735	N/A
Subtotal County's Program Cost	297,921	597,168	299,247	100.4%
Master Lease Funded Projects (2)	not presented	47,461	NA	N/A
Total County's Program Cost	297,921	644,629	346,708	116.4%
Water & Sewer Infrastructure	321,796	300,954	(20,842)	-6.5%
Stormwater Management Fund (3)	-	25,272	25,272	N/A
Schools Capital	258,072	294,234	36,162	14.0%
Total CIP Program Cost	877,789	1,265,089	387,300	44.1%

(1) The Commercial Real Estate Tax is a new 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 \$20.8 million in FY 2009 and \$21.7 million in FY 2010 for transportation projects. Proceeds of this tax will be held in a separate Transportation Investment Fund.

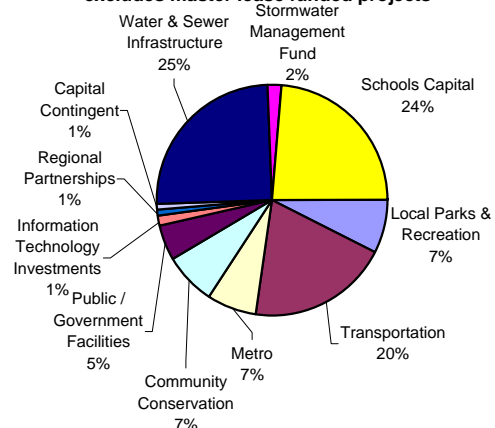
(2) Prior to FY 2009, projects had been lease financed but were not included in the CIP presentation.

(3) The Stormwater Tax is a new 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, which is projected to yield \$5.9 million of revenue in FY 2009 and \$6.1 million in FY 2010. Proceeds of the sanitary district tax will be held in a separate Stormwater Management Fund.

Adopted FY 2007 - FY 2012 CIP
excludes master lease funded projects



Adopted FY 2009 - FY 2014 CIP
excludes master lease funded projects



CIP Comparison by Funding Category

Beginning with the FY 2009 presentation, the CIP includes the funding of projects from new funding sources: the Transportation Investment Fund - 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; the Stormwater Management Fund - a new 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. Also, beginning with FY 2009, although not a new source of funding, the Master Lease financing is included in the presentation of the CIP.

Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FYs</u> <u>07 -12</u>	<u>FYs</u> <u>09 -14</u>	<u>Amount</u> <u>Change</u>	<u>%</u> <u>Change</u>
County General Fund Transfer	98,471	135,743	37,272	37.9%
County Bonds	150,350	200,200	49,850	33.2%
Transportation Investment Fund (1)	-	136,964	136,964	N/A
Stormwater Management Fund (2)	-	25,272	25,272	N/A
County Other Sources (3)	49,100	128,332	79,232	161.4%
Schools Fund Transfer	71,046	38,129	(32,917)	-46.3%
Schools Bonds	187,026	256,105	69,079	36.9%
Utility Fund Transfer & Other Sources (4)	138,496	140,954	2,458	1.8%
Utility Bonds	79,000	50,000	(29,000)	-36.7%
Utility VRL Financing (5)	104,300	110,000	5,700	5.5%
Subtotal Program Funding	877,789	1,221,699	343,910	39.2%
Master Lease Funding (6)	not presented	43,390	43,390	N/A
Total Program Funding	877,789	1,265,089	387,300	44.1%

(1) The Commercial Real Estate Tax is a new 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 \$20.8 million in FY 2009 and \$21.7million in FY 2010 for transportation projects. Proceeds of this tax will be held in a separate Transportation Investment Fund.

(2) The Stormwater Tax is a new 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, which is projected to yield \$5.9 million of revenue in FY 2009 and \$6.1 million in FY 2010. Proceeds of the sanitary district tax will be held in a separate Stormwater Management Fund.

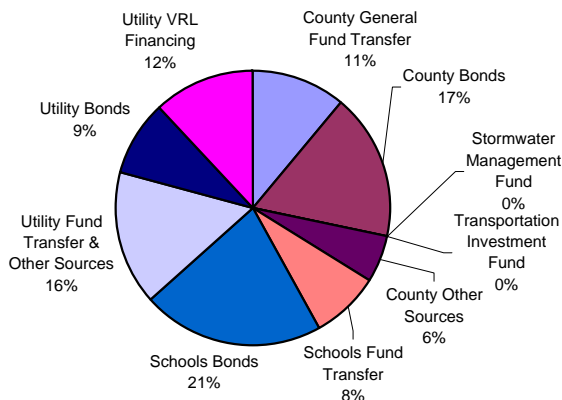
(3) County other sources: Revenue from the Commonwealth and Federal Government and Developer Contributions

(4) Utilities fund other sources: Developer contributions, Commonwealth Loan Funds and Inter Jurisdictional payments

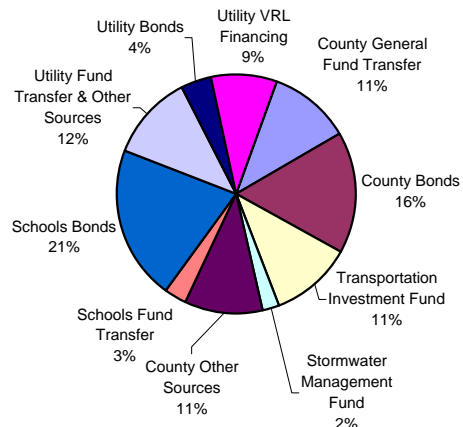
(5) Virginia Revolving Loan (VRL) Fund financing for the Water Pollution Plant Control Plan Expansion project

(6) Prior to FY 2009, projects had been lease financed but were not included in the CIP presentation.

Adopted FY 2007 - FY 2012 CIP



Adopted FY 2009 - FY 2014 CIP



Bond, VRLF and PAYG Comparison

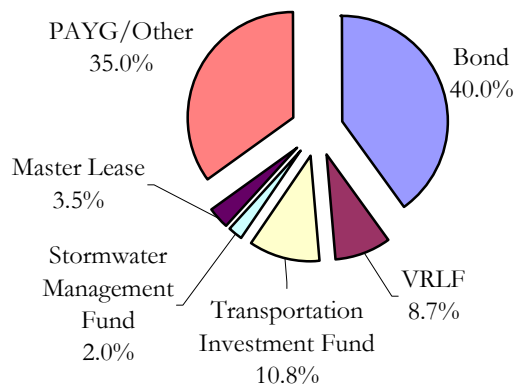
The \$1.3 billion FY 2009 - FY 2014 CIP funding strategy includes 40.0% in Bond financing, 8.7% in Virginia Revolving Loan Fund (VRLF) financing, 10.8% from the Transportation Investment Fund, 2.0% from the Stormwater Management Fund, 3.5% from Master Lease Financing and 35.0% in PAYG appropriations which includes state & federal grants, developer fees and other sources of revenue. VRLF proceeds are exclusively used to finance Water & Sewer Utility Fund Capital Projects. All VRLF related debt service costs are supported by utility user fees and have no effect on local tax rates.

Bond, VRLF, and PAYG 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	200.2	29.9%	50.0	16.6%	256.1	87.0%	506.3	40.0%
VRLF	-	0.0%	110.0	36.6%	-	0.0%	110.0	8.7%
Transportation Investment Fund	137.0	20.4%	-	0.0%	-	0.0%	137.0	10.8%
Stormwater Management Fund	25.3	3.8%	-	0.0%	-	0.0%	25.3	2.0%
Master Lease	43.4	6.5%	-	0.0%	-	0.0%	43.4	3.5%
PAYG/Other	264.1	39.4%	141.0	46.8%	38.1	13.0%	443.2	35.0%
	669.9	100.0%	301.0	100.0%	294.2	100.0%	1,265.1	100.0%

Numbers may not add due to rounding

FY 2009 - 2014 CIP Funding Sources



Adopted FY 2007 - FY 2012 to Adopted FY 2009 - FY 2014 Bonds

Program Detail (000s)

PROGRAM CATEGORY	Adopted FY 07, 09, 11 Bond Referenda				Adopted FY 09, 11, 13 Bond Referenda			
	FY 2007 Bond	FY 2009 Bond	FY 2011 Bond	FY 07-12 TOTAL	FY 2009 Bond	FY 2011 Bond	FY 2013 Bond	FY 09-14 TOTAL
LOCAL PARKS & RECREATION								
Parks Master Plan	-	-	-	-	-	2,000	4,000	6,000
Recreation Center Development	27,150	3,000	-	30,150	-	-	-	-
Long Bridge Aquatics							30,000	30,000
Tyroll Hill Park Phase 2						1,600		1,600
Herndon & 13th Park						1,200		1,200
Synthetic Field Improvements	-	-	-	-	-	1,500	1,500	3,000
Parks & Open Space Development	8,000	5,000	-	13,000	-	-	-	-
Public Art Program	400	-	-	400	-	300	600	900
Total Project Cost	35,550	8,000	-	43,550	-	6,600	36,100	42,700
TRANSPORTATION								
PEDESTRIAN INITIATIVES								
WALKArlington (1)	650	-	-	650	-	-	500	500
Trails & Bikeways	-	-	-	-	-	1,000	1,000	2,000
Arterials	9,450	5,000	5,000	19,450	-	-	-	-
Neighborhood Traffic Calming	-	-	-	-	-	1,000	1,000	2,000
Safe Routes to Schools						500	500	1,000
Stand-alone upgrades						500	500	1,000
Transit access improvements							500	500
Total Project Cost	10,100	5,000	5,000	20,100	-	3,000	4,000	7,000
METRO								
METRO	18,600	17,000	15,000	50,600	10,000	20,000	15,000	45,000
Ballston Metro West	2,800	-	-	2,800	-	-	-	-
Total Project Cost	21,400	17,000	15,000	53,400	10,000	20,000	15,000	45,000
COMMUNITY CONSERVATION								
Neighborhood Conservation	6,700	-	-	6,700	9,000	12,000	12,000	33,000
Buckingham Redevelopment - land acquisition & park	-	-	-	-	34,500	4,200	2,000	40,700
Emergency Infrastructure	5,000	3,000	3,000	11,000	-	-	-	-
Land Acquisition	6,600	-	-	6,600	-	5,000	5,000	10,000
Total Project Cost	18,300	3,000	3,000	24,300	43,500	21,200	19,000	83,700
PUBLIC / GOVERNMENT FACILITIES								
Public Facilities Development	9,000	-	-	9,000	-	10,000	10,000	20,000
Career Center / Thomas Jefferson	-	-	-	-	1,800	-	-	1,800
Total Project Cost	9,000	-	-	9,000	1,800	10,000	10,000	21,800
TOTAL COUNTY CAPITAL	94,350	33,000	23,000	150,350	55,300	60,800	84,100	200,200
WATER & SEWER INFRASTRUCTURE								
Sanitary Sewer System Improvements	10,000	-	-	10,000	-	-	-	-
WPCP Expansion Capital	60,000	-	-	60,000	50,000	-	-	50,000
Non-Expansion Capital	9,000	-	-	9,000	-	-	-	-
Total Project Cost	79,000	-	-	79,000	50,000	-	-	50,000
SCHOOLS CAPITAL	33,712	97,087	56,227	187,026	99,425	-	156,680	256,105
TOTAL COUNTY, W/S INFRASTRUCTURE & SCHOOLS CAPITAL COSTS	207,062	130,087	79,227	416,376	204,725	60,800	240,780	506,305

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. The financial capability 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 a new set of 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. This new policy, coupled with the County's existing debt policies, serve as the financial framework for the proposed CIP, and a full copy of the policies is included in this section. The new policies also include guidance on bond term and amortization. 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; however, longer terms may be considered on very long useful life projects). On average, Arlington County retires 67 percent of its debt in ten years or less. Finally, the Board's policies provide guidance on the use of variable rate debt and derivatives.

While there is no legal limit in Virginia on the level of general obligation debt issued by Virginia counties, Arlington has issued and plans to issue its general obligation debt prudently. Arlington will remain within the acceptable range of debt capacity factors with the adopted CIP. The impacts of the FY 2009 - 2014 CIP on the County's debt ratios are illustrated on the following pages. The projected ratios are based on the Capital Improvement Programs adopted by the County Board and the School Board. It should be noted that these debt ratios include only general obligation tax-supported debt and the IDA Lease Revenue Bonds sold in FY 2005, and do not include revenue and master lease-financing issues where the County has provided a "subject-to-appropriation" type pledge. 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 the "subject-to-appropriation" backed capital financing.

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 2007, this ratio was 1.14 percent. In FY 2009, the ratio is projected to increase to 1.24 percent and decrease to 1.08 percent by FY 2014. These debt ratio levels are lower than those included in the FY 2007-2012 adopted CIP due to moderate projected growth of the total debt.

Ratio of Debt Service to General Expenditures No Greater Than 10% -- Another debt ratio that reflects the good financial administration of the County is the relationship between Debt Service to General Expenditures. In FY 2007 for every dollar spent by the County and Schools about 7.8 cents will be applied toward debt service. The County estimates that in FY 2014 for every dollar spent by the County, 8.5 cents would be applied toward debt service.

Ratio of Debt per Capita to Per Capita Income No Greater than 6% -- At the end of FY 2007 this ratio was 5.0 percent. The County estimates that the Debt to Income ratio will reach a peak level of 5.5 percent at the end of FY 2009 and come down by FY 2014 to 4.7 percent. It is recommended that this ratio not exceed six percent.

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 Adopted CIP is estimated at 4.3 percent, significantly less than the ten-year average growth in revenues of 6.9 percent. In addition, growth in debt service associated with lease payments under master lease is expected to remain less than historical growth in revenues.

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 about 22 counties that hold these coveted Aaa/AAA/AAA ratings from the three major rating agencies. Finally, the County's recent bond issue sold in June 2008 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.

Chart A

ARLINGTON COUNTY, VIRGINIA

IMPACT OF PROPOSED 2009 - 2014 CAPITAL IMPROVEMENT PROGRAM ON DEBT RATIOS

	Actual 2007	Revised 2008	Adopted 2009	2010	2011	Projected 2012	2013	2014
NEW DEBT ISSUANCE	49,860,000	93,777,000	130,470,000	66,191,428	60,734,044	51,100,000	75,450,000	73,650,000
GENERAL OBLIGATION UTILITY BOND ISSUANCE	67,500,000	27,408,000	27,000,000	23,000,000	-	-	-	-
TAX SUPPORTED GENERAL OBLIGATION BONDS RETIRED (1)	43,847,620	47,100,190	53,891,713	57,830,875	62,236,747	66,039,062	64,505,355	67,549,562
NET TAX-SUPPORTED DEBT AT END OF FISCAL YEAR (2)	641,001,534	687,678,344	764,256,631	772,617,184	771,114,481	756,175,419	767,120,064	773,220,502
SCHOOLS DEBT SERVICE	26,971,109	29,225,787	33,370,607	36,144,874	38,269,226	38,231,929	36,937,982	38,912,107
COUNTY DEBT SERVICE	45,693,374	47,663,203	52,858,996	57,927,876	60,952,746	63,903,299	62,944,886	64,143,940
Less: E911 Additional Surcharge to be applied to IDA Lease Revenue Bonds(7)	(560,000)	-	-	-	-	-	-	-
TOTAL TAX SUPPORTED DEBT SERVICE	72,104,483	76,888,990	86,229,603	94,072,750	99,221,972	102,135,228	99,882,868	103,056,047
PERCENTAGE GROWTH IN COUNTY TAX-SUPPORTED DEBT SERVICE ANNUAL AVERAGE FROM FY 2009 - FY 2014				9.6%	5.2%	4.8%	-1.3%	4.7%
								5.0%
BUDGETED GENERAL EXPENDITURES (3)	928,025,446	940,498,642	997,302,738	1,037,194,848	1,078,682,641	1,121,829,947	1,166,703,145	1,213,371,271
DEBT SERVICE AS PERCENTAGE OF EXPENDITURES	7.77%	8.18%	8.65%	9.07%	9.20%	9.10%	8.56%	8.49%
MARKET VALUATION OF TAXABLE PROPERTY (4)	56,369,131,443	59,827,945,251	61,622,783,609	63,471,467,117	65,375,611,130	67,336,879,464	69,356,985,848	71,437,695,424
NET TAX SUPPORTED DEBT AS PERCENTAGE OF MARKET VALUATION	1.14%	1.15%	1.24%	1.22%	1.18%	1.12%	1.11%	1.08%
POPULATION (5)	202,800	206,800	212,000	217,200	219,140	221,080	223,020	224,960
DEBT PER CAPITA	\$3,161	\$3,325	\$3,605	\$3,557	\$3,519	\$3,420	\$3,440	\$3,437
INCOME PER CAPITA (6)	\$63,030	\$64,504	\$65,919	\$67,369	\$68,851	\$70,366	\$71,914	\$73,496
NET TAX-SUPPORTED DEBT TO INCOME	5.01%	5.16%	5.47%	5.28%	5.11%	4.86%	4.78%	4.68%

NOTES

- (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 Lease Revenue Bonds. For Subject to Appropriation debts, see Chart C.
- (3) Includes expenditures of the General Fund and certain Special Revenue Funds of the County and School Board. It is assumed 4 percent growth starting FY 2010
- (4) Assumes approximately 3 percent growth in market value of taxable property starting FY 2009
- (5) Population growth as estimated by the Arlington County Planning Division.
- (6) Source: Arlington County Planning Division, Planning Research and Analysis Team (PRAT)
- (7) E911 incremental surcharge ended on January 1, 2007.

Chart B

RATIO OF TAX-SUPPORTED DEBT SERVICE
TO GENERAL EXPENDITURES
FY 1978 - 2014

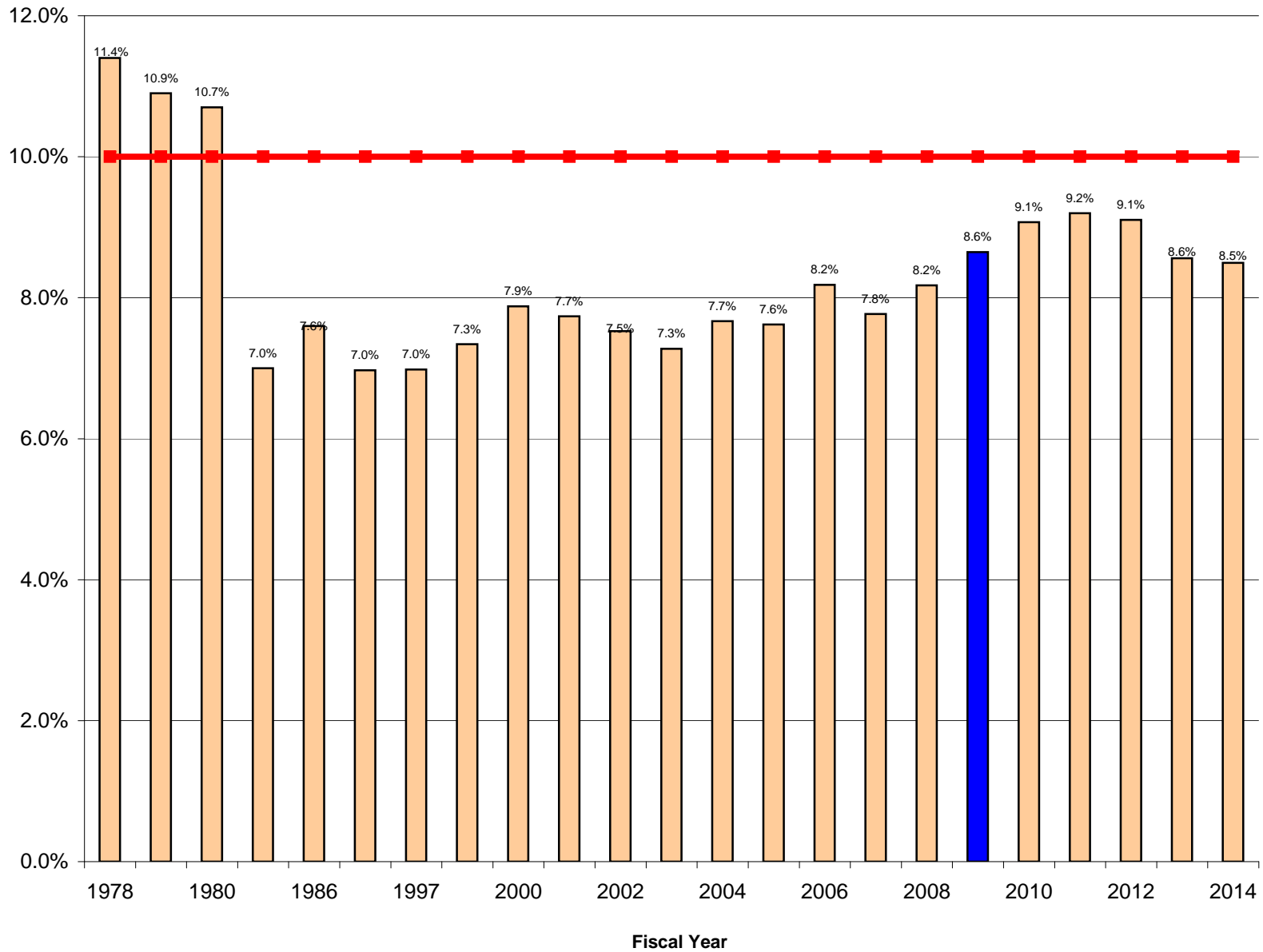


Chart C

SUMMARY OF TAX-SUPPORTED GENERAL OBLIGATION BONDS & SUBJECT TO APPROPRIATION-TYPE FINANCINGS (7)
 Ratio of Outstanding Debt to Market Value
 As of June 30

	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
Tax-Supported General Obligation Debt (Except IDA Lease Rev. Bonds)	\$585,786,534	\$635,498,344	\$711,586,631	\$722,837,184	\$748,444,909	\$738,534,081	\$745,037,859	\$777,562,995
Tax-Supported Subject to Appropriation ("STA") Debt								
Capital Equipment Leases (1)	16,420,321	27,604,493	22,727,533	17,999,928	13,863,658	9,480,256	6,461,934	3,983,401
IDA Lease Revenue Bonds (6)	55,215,000	52,180,000	47,120,000	41,900,000	36,515,000	30,945,000	25,185,000	19,295,000
AHIF+ Program (9)	20,000,000	11,250,000	-	-	-	-	-	-
Peumansend Creek Regional Jail	1,340,952	1,217,047	1,091,854	968,254	847,938	724,338	601,937	481,938
No. Va. Criminal Justice Academy	167,665	168,023	255,907	256,092	255,994	256,932	256,389	256,883
Subtotal	\$93,143,938	\$92,419,563	\$71,195,294	\$61,124,274	\$51,482,590	\$41,406,526	\$32,505,260	\$24,017,222
Project-Supported Subject to Appropriation ("STA") Debt (2)								
Ballston Public Parking Garage	13,800,000	13,300,000	12,800,000	12,300,000	11,800,000	11,300,000	10,800,000	10,300,000
IDA Lease Revenue Bonds (Ballston Skating Facility Project) (8)	35,700,000	35,700,000	35,200,000	34,300,000	33,370,000	32,395,000	31,375,000	30,310,000
Waste-to-Energy Plant (3)	22,640,000	18,395,000	15,400,000	9,476,133	5,786,321	2,003,880	-	-
Gates of Ballston (4a)	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000
Gates of Arlington (4)	-	-	-	-	-	-	-	-
Subtotal	\$95,140,000	\$90,395,000	\$86,400,000	\$79,076,133	\$73,956,321	\$68,698,880	\$65,175,000	\$63,610,000
LESS: State Regional Jail Reimbursement (5)	(1,126,000)	(1,126,000)	(1,126,000)	(1,126,000)	(1,126,000)	(1,126,000)	(1,126,000)	-
Total Tax-Supported General Obligation (GO) & ALL STA Financings	\$772,944,472	\$817,186,907	\$868,055,925	\$861,911,591	\$872,757,820	\$847,513,486	\$841,592,119	\$865,190,217
Total <u>Tax-Supported</u> GO and <u>Tax-Supported</u> STA Financings	\$677,804,472	\$726,791,907	\$781,655,925	\$782,835,458	\$798,801,499	\$778,814,606	\$776,417,119	\$801,580,217
Total <u>Project-Supported</u> STA Financings (2)	\$95,140,000	\$90,395,000	\$86,400,000	\$79,076,133	\$73,956,321	\$68,698,880	\$65,175,000	\$63,610,000
Market Value of Taxable Property	\$56,369,131,443	\$59,827,945,251	\$61,622,783,609	\$63,471,467,117	\$65,375,611,130	\$67,336,879,464	\$69,356,985,848	\$71,437,695,424
Total Tax-Supported GO & ALL STA Financings as Percent of Market Value	1.37%	1.37%	1.41%	1.36%	1.33%	1.26%	1.21%	1.21%
Total <u>Tax-Supported</u> GO & <u>Tax-Supported</u> STA Financings as Percent of Market Value	1.20%	1.21%	1.27%	1.23%	1.22%	1.16%	1.12%	1.12%
Total <u>Project-Supported</u> STA Financings (Credit Enhancement) as Percent of Market Value (2)	0.17%	0.15%	0.14%	0.12%	0.11%	0.10%	0.09%	0.09%

- (1) New Master Lease Agreement was signed in February 2006.
- (2) Debt service on these financings is intended to be repaid by user fees or tenant rental income, not by County General Fund revenues.
- (3) Includes Arlington's share of the EPA-mandated retrofit of the waste-to-energy plant.
- (4) Debt refunded with Gates of Ballston - IDA Revenue Bonds
- (4a) 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.
- (5) Includes principal only.
- (6) Includes the following projects: Arlington County Trades Center, Arlington County George Mason Center, ERP, and ECC.
- (7) Does not include Utility Self-supporting debt.
- (8) Includes the bonds to be issued by the IDA to finance the construction of two ice rinks, the office space, and the training facility on top of the 8th Level at the Ballston Parking Garage.
- (9) IDA additional funding for affordable housing financed by SunTrust
- (10) New debt issued in Nov. 2006 to build the Emergency Vehicle Operation Center

Chart D

**RATIO OF TAX SUPPORTED GENERAL OBLIGATION & SUBJECT TO APPROPRIATION
FINANCING AS PERCENT OF MARKET VALUE
FY 2007 - FY 2014**

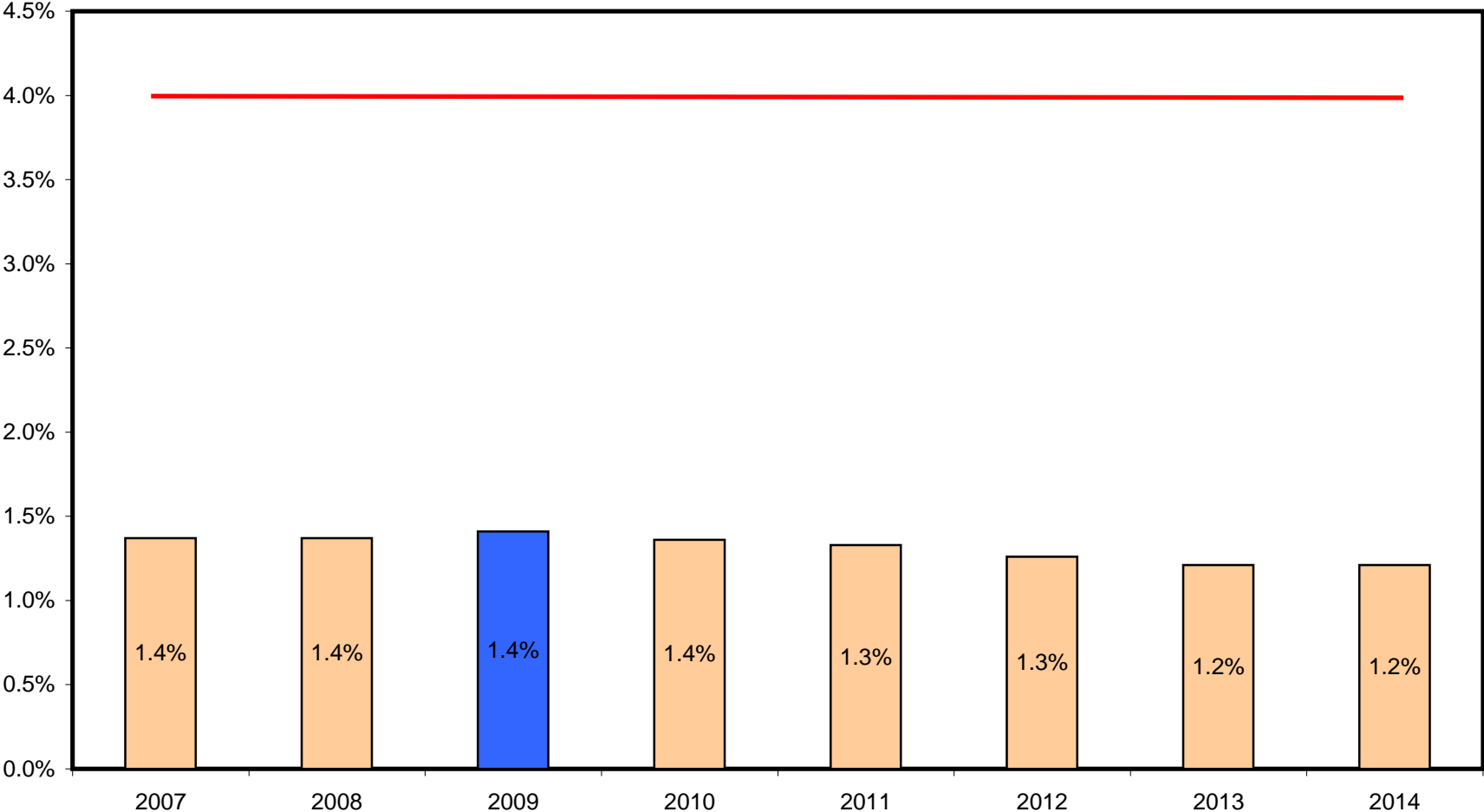


Chart E

**RATIO OF TAX SUPPORTED GENERAL OBLIGATION DEBT TO INCOME
FY 2007 - 2014**

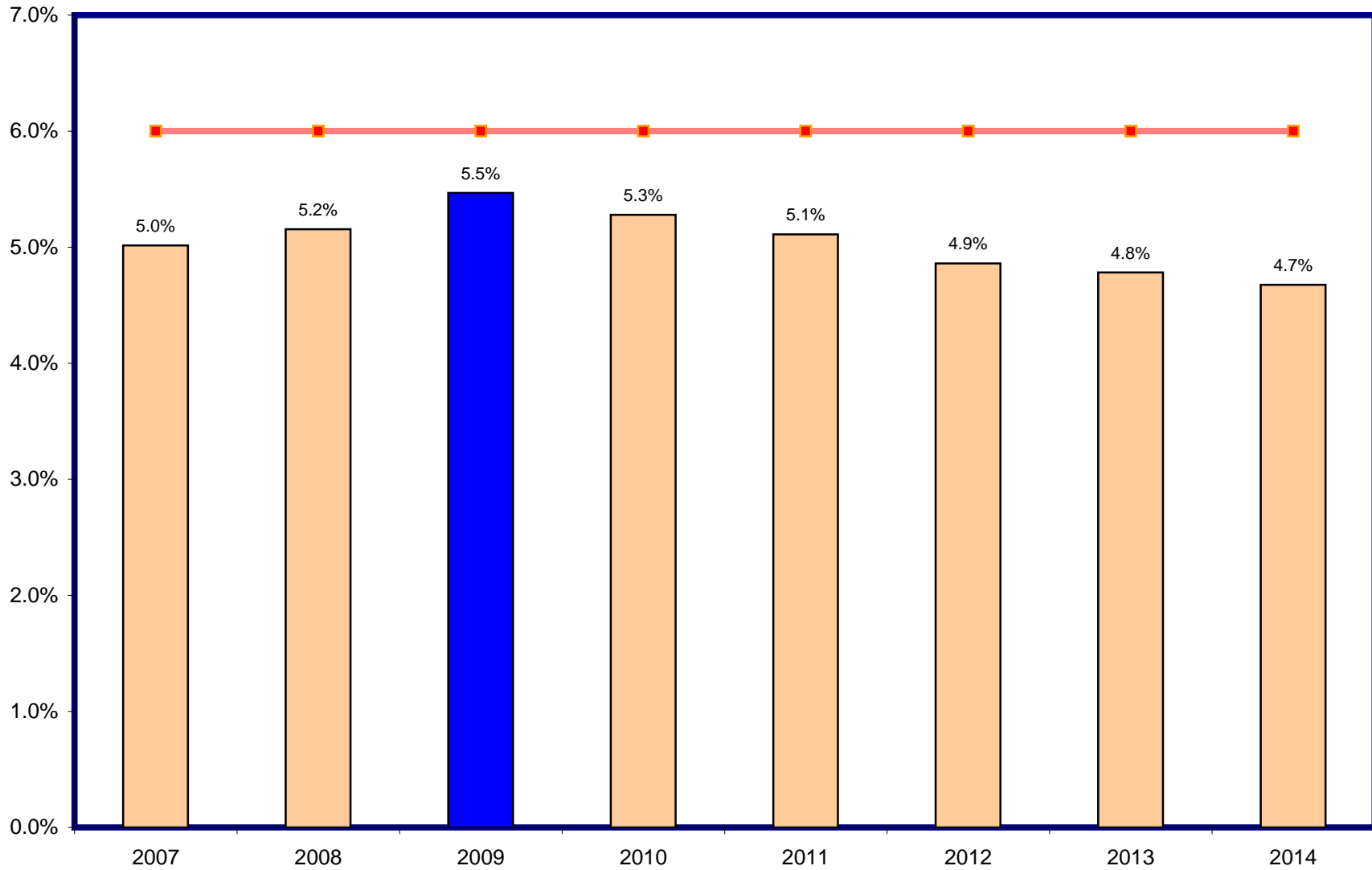
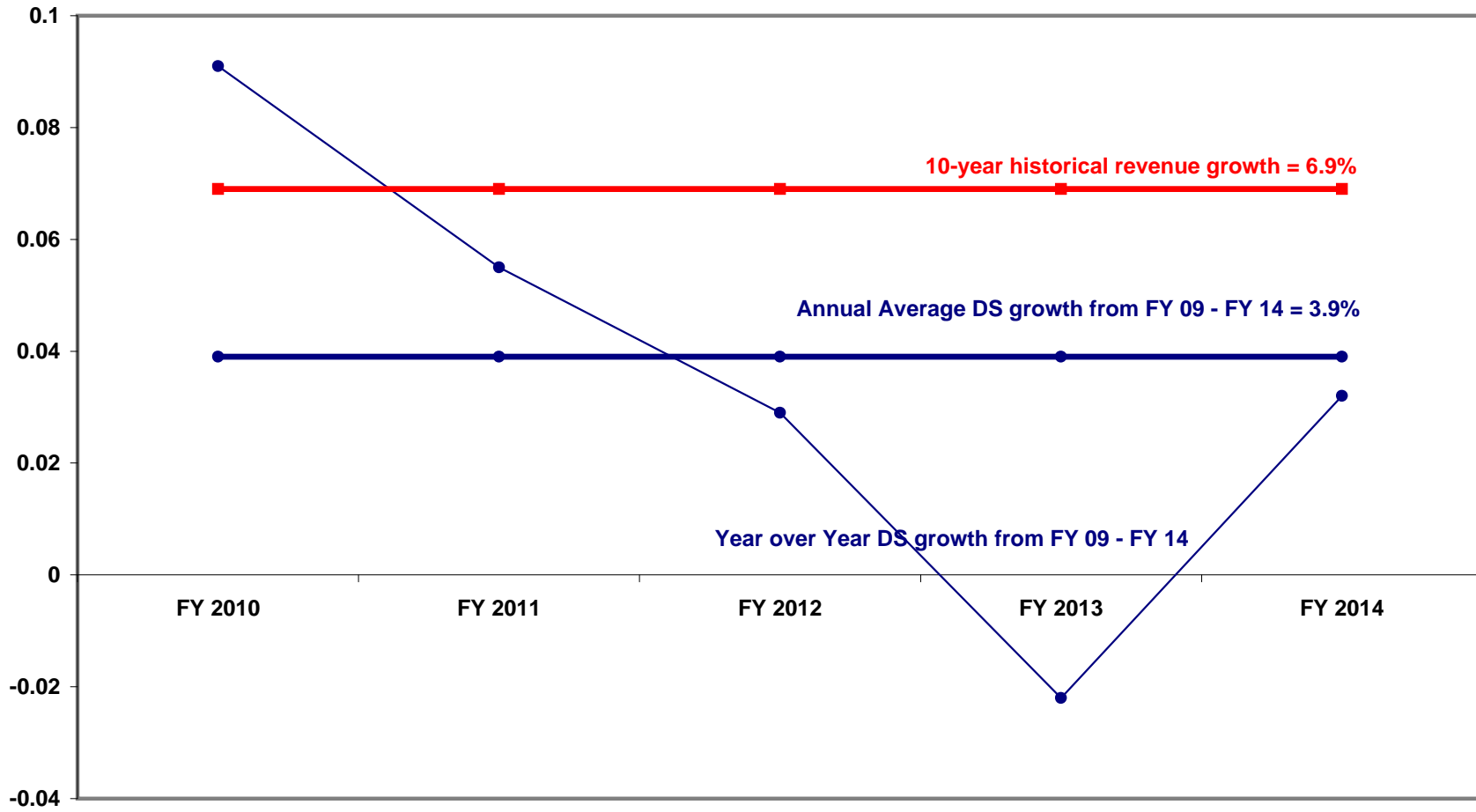


Chart F

COMBINED COUNTY AND SCHOOLS DEBT SERVICE GROWTH
FY 2009 - 2014



1. FACILITIES MAINTENANCE CAPITAL

Project Description

Over the life-cycle of facilities the roofs, mechanical, electrical, and other systems require replacement and upgrades to maintain quality, meet current codes and remain up to date technologically. Maintenance Capital funds those projects and also addresses accessibility and safety enhancements. Projects do not substantially alter the characteristics or enlarge the footprint of the facility.

A prioritized list of projects currently requiring funding is included at the end of this section.

Associated Master Plan:

A reassessment of the 2004 Asset Management Plan is funded in FY 2009 PAYG.

Neighborhood:

Various

COUNTY-WIDE

Project Strategic Goal

Facilities Maintenance 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
- 75 facilities

Staff recommends a range of \$2-3/square foot per year as the level of investment for replacing roofs, lighting, carpeting, boilers, HVAC, and other building systems, pending the results of the Asset Management Plan update.

Project Justification

In FY 2004, the independent property condition assessment study was completed to provide Facilities Maintenance with a foundation from which to build their capital maintenance program. In FY 2009, the Facilities Maintenance Capital program will reassess 65 facilities and an additional 10 newly constructed and renovated facilities. This will enable the current 2004 data to be updated by experts through visual inspections at the facilities. Items will then be reprioritized based on current urgency, including life-safety issues, imminent failure or potential collateral damage supporting FM Bureau requests for capital funding over the next 20 years.

- Phase II of the exterior restoration for the Justice Center (625,000sf) will be performed in FY 2009. Phase I was completed on the Courts Police building and this phase will specifically address the Detention Center.

1 Public Facilities Maintenance Capital

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction	3,000	5,000	5,000	5,000	5,000	5,000	28,000
Relocation and Temp Facilities							-
Equipment and Furnishings							-
Total Project Cost	3,000	5,000	5,000	5,000	5,000	5,000	28,000

Notes on Cost Estimates

The current estimate is based on a preliminary needs assessment and capacity to complete work. Future costs will be adjusted to reflect the outcome of the detailed condition assessment.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							-
Developer Contributions							-
Other Funding							-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG							-
Commonwealth Loan Funds							-
Master Lease							-
PAYG	3,000	5,000	5,000	5,000	5,000	5,000	28,000
Bond Issue							-
Total County Contribution	3,000	5,000	5,000	5,000	5,000	5,000	28,000

Notes on Funding Schedule

PAYG funding is recommended for all Maintenance Capital programs.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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.

2. TRANSPORTATION MAINTENANCE CAPITAL

Project Description

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

The FY09 PAYG allows for re-paving for the County's 960 lane miles of streets as well as slurry seal and re-building of streets.

The current funding levels will replace approximately 10 of the 115 bus shelters.

Associated Master Plan:

Master Transportation Plan, Asset Management Plan

Neighborhood:

Various

Advisory Commission:

Transportation

COUNTY-WIDE

Project Strategic Goal

The goal of this program is to maintain the transportation infrastructure by repaving streets, maintaining pedestrian and vehicular bridges, maintaining signals and signal infrastructure, and replacing bus shelters.

The program maintains:

- over 960 lane miles of streets
- 14 vehicular, 8 culvert and 9 pedestrian bridges
- Over 100 bus shelters
- 253 Signalized intersections
- 37 miles of Paved Trails

Project Justification

Paving program managers utilize annual surveys of the County's roads to determine which roads get either paved, slurry sealed, or re-built. Annual surveys assess 1/3 of our roads and rate them using national standards, giving each a Pavement Condition Index (PCI). The type of maintenance a particular street gets is based on the most recent (not more than 3 years old) PCI and the type of street (arterial, collector, neighborhood). Arterials get repaved more often due to the traffic volumes and type of vehicles using them, where neighborhood streets get slurry seal treatment every 7-10 years to extend their life rather than re-paving them as often. When streets reach a point of disrepair where normal asphalt paving is not effective, we re-build the base and then re-pave, an expensive and disruptive process the other maintenance strategies are designed to prevent.

Bridges and Signals require 100% safety and reliability to ensure safe traffic and pedestrian movements, while also periodically enhancing signal capabilities to improve intersection performance. Bus shelters are to be maintained as quality facilities to encourage ridership.

Due to the increased costs for petroleum based products such as asphalt over the last several years as well as some one-time reductions in funding levels, our paving program has fallen behind historic averages for paving. Where we have traditionally been able to re-pave about 52 lane miles, slurry seal 40 lane miles and re-build one lane mile, we have averaged a little more than half of the re-paving mileage (about 80% of the program) over the last six paving seasons. To address this, our paving program managers have looked to alternative methods such as 'Microsurfacing', a modified slurry seal process applicable to arterial streets, and 'Soil Cement Stabilization', a process to re-build the base of roadways in a more cost effective manner. Both of these techniques were piloted in 2007, will be utilized in 2008, are expected to stretch limited resources and will likely become additional tools in our roadway maintenance program.

2 Transportation Infrastructure Maintenance Capital

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							-
Land Acquisition							-
Construction	3,936	6,250	6,250	6,250	6,250	6,250	35,186
Relocation and Temp Facilities							-
Equipment and Furnishings							-
Total Project Cost	3,936	6,250	6,250	6,250	6,250	6,250	35,186

Notes on Cost Estimates

The funding levels for the program is based upon historic expenditures and known issues requiring additional funding within the next six years.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							-
Developer Contributions							-
Other Funding							-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG							-
Commonwealth Loan Funds							-
Master Lease							-
PAYG	3,936	6,250	6,250	6,250	6,250	6,250	35,186
Bond Issue							-
Total County Contribution	3,936	6,250	6,250	6,250	6,250	6,250	35,186

Notes on Funding Schedule

PAYG funding is recommended for all Maintenance Capital programs.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 Maintenance Capital.

3. PARKS MAINTENANCE CAPITAL

Project Description

The Parks Maintenance Capital Program funds the replacement or rehabilitation of different types of outdoor park and recreation assets including athletic fields and courts, lighting, playgrounds, picnic shelters, restrooms, site amenities and specialty facilities such as the skate park or outdoor amphitheatre. The program also addresses accessibility, safety and stormwater improvements that are complimentary to renovating or replacing the assets.

A prioritized list of projects currently requiring funding is included at the end of this section.

Associated Master Plan:

A Comprehensive Asset Management Plan is currently under development.

Neighborhood:

Various

Advisory Commission:

Parks and Recreation Commission, Public Arts Commission, Sports Commission

COUNTY-WIDE

Project Strategic Goal

Parks Maintenance Capital provides for recurring, systematic re-investment in existing facilities to insure efficient, safe, quality recreation environments for occupants and users. The County currently maintains:

- 70 Grass Athletic Fields
- 5 Synthetic Fields
- 24 Comfort Stations
- 80 Playgrounds
- 7 Community Canine Areas
- 193 Tennis and Basketball Courts

Ancillary equipment includes: 47 Picnic Shelters, 750 Picnic Tables, 500 Benches, 150 Grills, 75 Kiosks and 60 Drinking Fountains. Annual funding is based on preliminary needs analyses using historical experience and industry standards for the expected life of the various equipment types.

Project Justification

Priorities in the attached list are based on equipment condition and age, with an approach to replace the worst first. Arlington is undergoing a County-wide condition assessment for all 139 parks, funded in the FY 2007 Carryover and FY 2009 PAYG budgets. The focus of the assessment will be to develop benchmarks and a 20-year renovation/replacement schedule for outdoor park facilities that will inform future Maintenance Capital funding needs.

3 Parks & Recreational Maintenance Capital

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	1,470	880	880	880	880	880	5,870
Land Acquisition							
Construction	1,750	2,620	2,620	2,620	2,620	2,620	14,850
Relocation and Temp Facilities							
Equipment and Furnishings							
Total Project Cost	3,220	3,500	3,500	3,500	3,500	3,500	20,720

Notes on Cost Estimates

The funding levels for the program is based upon historic expenditures and known issues requiring additional funding within the next six years. \$600K is included in FY 09 to complete the life cycle assessment.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							-
Developer Contributions							-
Other Funding							-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG							-
Commonwealth Loan Funds							-
Master Lease							-
PAYG	3,220	3,500	3,500	3,500	3,500	3,500	20,720
Bond Issue							-
Total County Contribution	3,220	3,500	3,500	3,500	3,500	3,500	20,720

Notes on Funding Schedule

PAYG funding is recommended for all Maintenance Capital programs.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 Maintenance Capital.

4. IT MAINTENANCE CAPITAL

Project Description

The Information Technology Investments Program focuses on three categories of IT assets. Business Systems are the department-oriented software and hardware solutions that enable the individual departments to provide enhanced services. Enterprise Systems are applications with associated costs and efforts that are expended on a County-wide basis. They include ERP system, website, electronic records management system and the citizen correspondence system. Infrastructure Hardware includes projects and investments that provide the foundation on which the business and enterprise systems reside.

A prioritized list of projects currently requiring funding is included at the end of this section.

Associated Master Plan:

eGovernment Master Plan II
Telecommunications Master Plan

Neighborhood:

N/A

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

The IT MC program maintains the County IT assets in order to:

- keep the County's existing business systems refreshed or replaced on a reasonably expected system life-cycle so the systems remain useful, operable, and responsive to business needs,
- best leverage the existing infrastructure (the I-Net), to support the business needs of the entire County, such as, but not limited to, leveraging current and future fiber optic cabling to support departmental operations like Intelligent Transportation Systems (ITS) and emergency management communication systems,
- reduce operating and support costs associated with aging hardware and
- provide a reliable environment for the operation of the County's data processing system while furthering the county's goals for energy efficiency and worker productivity

Project Justification

The systems and software serve the Departments and typically reach the end of their useful life-expectancy between 3 and 8 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.

4 Information Technology Maintenance Capital

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							-
Land Acquisition							-
Construction							-
Relocation and Temp Facilities							-
Equipment and Furnishings	2,000	3,000	3,000	3,000	3,000	3,000	17,000
Total Project Cost	2,000	3,000	3,000	3,000	3,000	3,000	17,000

Notes on Cost Estimates

The funding levels for the program is based upon historic expenditures and known issues requiring additional funding within the next six years.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							-
Developer Contributions							-
Other Funding							-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG							-
Commonwealth Loan Funds							-
Master Lease							-
PAYG	2,000	3,000	3,000	3,000	3,000	3,000	17,000
Bond Issue							-
Total County Contribution	2,000	3,000	3,000	3,000	3,000	3,000	17,000

Notes on Funding Schedule

PAYG funding is recommended for all Maintenance Capital programs.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 Maintenance Capital.

5. ADA IMPROVEMENTS

Project Description

This program will address ADA issues County-wide including Parks and Facilities. It will proactively address ADA improvements.

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 County programs in compliance with the spirit and letter of the Americans with Disability Act. This will compliment the community accessibility plan being developed.

Project Justification

The Federal Department of Justice (DOJ) initiated a voluntary Americans with Disabilities (ADA) compliance review on a sample of public facilities in Arlington. The initial projects were identified in an agreement with the Department of Justice and signed by the County Manager on March 30th, 2006. By early spring of 2008, 367 of the 391 items had been corrected. Full compliance of the three-year agreement will be achieved in FY09.

This review covered only a portion of County facilities, and these funds will serve as a contingency to respond to needs as they arise. The County will engage a consultant to continue surveys of other County facilities to identify areas needing modification to meet ADA accessibility standards. In addition, the County has initiated a review of all County facilities (beyond the sample reviewed by DOJ). A continuing level of funding will enable resolution of ADA issues identified.

5. ADA Improvements

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	200	200	200	200	200	200	1,200
Land Acquisition							
Construction	800	800	800	800	800	800	4,800
Relocation and Temp Facilities							
Equipment and Furnishings							
Total Project Cost	1,000	1,000	1,000	1,000	1,000	1,000	6,000

Notes on Cost Estimates

FY09 funding will be used to survey County facilities that have not yet been reviewed to identify areas needing modification to meet ADA standards.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue	-	-	-	-	-	-	-
PAYG							
Commonwealth Loan Funds							
Master Lease							
PAYG	1,000	1,000	1,000	1,000	1,000	1,000	6,000
Bond Issue							
Total County Contribution	1,000	1,000	1,000	1,000	1,000	1,000	6,000

Notes on Funding Schedule

PAYG funding is recommended for all Maintenance Capital programs.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 Maintenance Capital.

6. ENERGY EFFICIENCY

Project Description

The program focuses on reducing energy consumption in County facilities.

Associated Master Plan:

N/A

Neighborhood:

County-wide

Advisory Commission:

Environmental and Energy
Conservation Commission

COUNTY-WIDE

Project Strategic Goal

The strategic goal of this program is to minimize energy consumption and energy costs. The targeted goal is to reduce energy consumption 2 percent per year, adjusted for square footage increases and changes in service. This is consistent with the County's vision of a sustainable community. A sustainable future requires a reduction in the use of polluting, non-renewable energy sources, such as fossil fuels. The reduction of energy consumption conserves resources, reduces greenhouse gas emissions, and encourages and models the right behaviors to the community. The program continues to develop opportunities in lifecycle costing, performance contracting and building automation systems.

Project Justification

The costs of electricity and natural gas are high and continue to rise. 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 by 9% since FY2001, with cumulative avoided costs of over \$850,000. The FY 2009 PAYG budget will fund implementation of many cost-effective opportunities that remain for our buildings, including lighting retrofits, automatic temperature controls, upgraded heating and cooling equipment and the installation of solar technology where suitable.

6. Energy Efficiency

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction							
Relocation and Temp Facilities							
Equipment and Furnishings	400	400	400	400	400	400	2,400
Total Project Cost	400	400	400	400	400	400	2,400

Notes on Cost Estimates

Future funding levels will require review based on needs.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue	-	-	-	-	-	-	-
PAYG							
Commonwealth Loan Funds							
Master Lease							
PAYG	400	400	400	400	400	400	2,400
Bond Issue							
Total County Contribution	400	400	400	400	400	400	2,400

Notes on Funding Schedule

PAYG funding is recommended for all Maintenance Capital programs.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

A reduction in operating costs is anticipated however it is subject to future utility rates.

Maintenance Capital & Pay-As-You-Go

The **General Capital Pay-As-You-Go (PAYG)** budget provides funding for capital improvements using current year tax revenue, fund balance, state and federal grants, developer fees, and inter-jurisdictional revenue. Programs include contributions towards Maintenance Capital, Regional Partnerships, Neighborhood Conservation and other one-time capital expenses.

A total of \$109.3 million has been adopted for Maintenance Capital and \$24.7 million has been approved for regional partnerships and other PAYG capital projects.

6 Year Capital Program Costs (\$ in 000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
Maintenance Capital	13,556	19,150	19,150	19,150	19,150	19,150	109,306
Regional Partnerships and Other PAYG Projects	4,234	4,047	4,070	4,092	4,113	4,139	24,695
	-	-	-	-	-	-	-
Total Program Cost	17,790	23,197	23,220	23,242	23,263	23,289	134,001

Program Funding Sources (\$ in 000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
State and Federal Grants	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	17,790	23,197	23,220	23,242	23,263	23,289	134,001
Bond Issue	-	-	-	-	-	-	-
Total Program Funding	17,790	23,197	23,220	23,242	23,263	23,289	134,001

Maintenance Capital

The Maintenance Capital programs prevent unnecessary loss and protect hundreds of millions of dollars in county assets from premature failure. In addition they proactively replace inefficient and outmoded infrastructure to ensure efficient operations and extend the useful life of assets. Four primary and two secondary maintenance capital categories are identified for preservation and reinvestment:

- Facilities
- Transportation
- Local Parks and Recreation
- Information Technology (IT)
- ADA Improvements
- Energy Efficiency

To determine the appropriate funding level for the Maintenance Capital (MC) program, the current condition of the County's infrastructure must be superimposed against appropriate level of service goals. For the last several years, the County has worked to refine a methodology for each asset area. For example, the street program has utilized a Pavement Condition Index (PCI) to track the current street condition along with a replacement cycle based on industry standards. That information is used to estimate what is required to maintain a given level of service.

A complete condition assessment of all County indoor facilities was completed in 2004. The current facilities maintenance capital funding will be used to reassess the 65 facilities and an additional 10 newly constructed and renovated facilities. This will enable staff to identify where the main components of each facility fall relative to their recommended lifespan (e.g. that a roof with a 20 year life expectancy is in the condition of a 19 year old roof). Those that have failed or exceed their life expectancy are identified for immediate replacement. As a large number of new facilities are brought into service at a substantial investment, we must now face the County's commitment to levels of service. For Facilities Maintenance Capital, the level of service equates directly to the quality of the environment for the user and the long term viability of the facility.

The Parks lifecycle analysis for 1/3 of all parks outdoor facilities will be completed in 2008 with a focus on parks with the oldest facilities. The remaining 2/3 is expected to be completed by the end of 2009. An outcome of the data will be a database prioritizing maintenance capital needs for facilities requiring scheduled replacement or major renovation within the next twenty years. The current funding levels for Parks Maintenance Capital will be directed to implementing urgent maintenance projects, pending completion of the assessment study.

Maintenance Capital funding for Information Technology provides the foundation to advance eGovernment Master Plan II initiatives. The systems and software serve the Departments and typically reach the end of their useful life-expectancy between 3 and 8 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.

The Federal Department of Justice (DOJ) initiated a voluntary Americans with Disabilities (ADA) compliance review in March 2006. Full compliance of the three-year agreement with Department of Justice will be achieved in FY 2009. In addition, the County will engage a consultant to continue surveys of other County facilities to identify areas needing modification to meet ADA accessibility standards. A continuing level of funding will enable resolution of ADA issues identified.

The energy management program monitors energy use in County facilities and identifies energy-saving opportunities using advanced technologies and practices. The maintenance capital budget for Energy Efficiency will fund many cost-effective opportunities that remain for our buildings, including lighting retrofits, automatic temperature controls, upgraded heating and cooling equipment and the installation of solar or other technology where suitable.

The levels of service discussed above directly correlate to the appropriate level of reinvestment in the County's assets. As such, funding levels currently will evolve as the Maintenance Capital program matures, and as the facility inventory fluctuates. As the County moves from deferred to preventive and proactive maintenance, life-cycle savings are anticipated, however that requires funding the programs at a level that will clear the current backlog. The \$19.2 million annual recommendation for FY2009-2014 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.

REGIONAL PARTNERSHIPS AND OTHER PAYG PROJECTS

Program Description

Arlington annually contributes capital funding to several regional organizations, which provide beneficial services to Arlington residents and visitors. In addition funds are included for the Neighborhood Conservation (NC) Program which funds public improvements in neighborhoods throughout the County.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1 Northern Virginia Community College	195	202	205	208	210	213	1,233
2 Northern Virginia Regional Park Authority	514	539	565	592	620	650	3,480
3 Peumansend Creek Regional Jail Authority	176	170	164	156	146	139	951
4 Northern Virginia Criminal Justice Academy	234	256	256	256	257	257	1,516
5 Neighborhood Conservation	500	500	500	500	500	500	3,000
6 Neighborhood Traffic Calming	300	300	300	300	300	300	1,800
7 Wayfinding	500	-	-	-	-	-	500
8 Park Enhancement Grants	80	80	80	80	80	80	480
9 Capital Contingency	1,735	2,000	2,000	2,000	2,000	2,000	11,735
Total Recommendation	4,234	4,047	4,070	4,092	4,113	4,139	24,695

Master Plan Impact

N/A

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	4,234	4,047	4,070	4,092	4,113	4,139	24,695
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	4,234	4,047	4,070	4,092	4,113	4,139	24,695

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:

Neighborhood:

Advisory Commission:

REGIONAL

Project Strategic Goal

The goal of this project is to support Northern Virginia Community College in the site developments associated with its capital development plan.

Project Justification

The Commonwealth provides the funds for the building and amenities within five feet of the walls, while the cost of the ground itself and any site developments beyond five feet of the building are the responsibility of local jurisdictions.

1 Northern Virginia Community College

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	195	202	205	208	210	213	1,233
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	195	202	205	208	210	213	1,233

Notes on Cost Estimates

Arlington is one of nine jurisdictions that share costs associated with NVCC's capital program based on the Fair Share Allocation. The allocation is \$1.00 for each person living in each particular jurisdiction. Population figures are from the Weldon Cooper Center for Public Service.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	195	202	205	208	210	213	1,233
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	195	202	205	208	210	213	1,233

Notes on Funding Schedule

Arlington's contribution is from PAYG funding that is appropriated annually as part of the operating budget.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

The Regional Partnerships program represents the County's annual contributions to support the capital efforts of regional programs. Because these are outside agencies, there are no direct County operating costs.

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:

Neighborhood:

Advisory Commission:

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.

2 Northern Virginia Regional Park Authority

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	514	539	565	592	620	650	3,480
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	514	539	565	592	620	650	3,480

Notes on Cost Estimates

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.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	514	539	565	592	620	650	3,480
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	514	539	565	592	620	650	3,480

Notes on Funding Schedule

Arlington's contribution is from PAYG funding that is appropriated annually as part of the operating budget.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

Arlington is one of six jurisdictions that share costs associated with NVRPA's operational program. The County's share is based on the percentage distribution of population estimates provided by the US Bureau of the Census.

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.

Associated Master Plan:

Neighborhood:

Advisory Commission:

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, reduce 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.

3 Peumansend Creek Regional Jail Authority

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	176	170	164	156	146	139	951
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	176	170	164	156	146	139	951

Notes on Cost Estimates

Of the six jurisdictions that participate in this partnership, Arlington is one of four that agreed to fund its costs through bond financing. 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.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	176	170	164	156	146	139	951
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	176	170	164	156	146	139	951

Notes on Funding Schedule

Arlington's contribution is from PAYG funding that is appropriated annually as part of the operating budget.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 operating budget is based on current bed allocation and is projected at 18.29 percent for the 60 beds allocated to Arlington out of the total 328 beds. The County's annual share of the operational cost is included in the base.

NORTHERN VIRGINIA CRIMINAL JUSTICE TRAINING ACADEMY

Project Description

"In FY 1993, the participants in the Northern Virginia Criminal Justice Training Academy (NVCJTA) agreed to purchase a building in Loudoun County to house the NVCJTA's programs. For the past 15 years, Arlington contributed towards the debt payments of the building. The last payment for this capital cost ends in FY 2008. In 2006, the principal members agreed to fund the construction of the Emergency Vehicle Operations Center (EVOC). The initial payments began in FY 2007 but were offset by debt savings from bond refundings. In FY 2009, there will be higher debt payments; therefore higher capital contributions towards the NVCJTA partnership through 2026.

Associated Master Plan:

Neighborhood:

Advisory Commission:

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.

4 Northern Virginia Criminal Justice Training Academy

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	234	256	256	256	257	257	1,516
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	234	256	256	256	257	257	1,516

Notes on Cost Estimates

The Academy receives state funding as well as support from the jurisdictions it serves. Arlington is one of ten supporting jurisdictions that provide a proportionate share of the Academy's capital budget based on its sworn population in relation to the total sworn population of all participating agencies.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	234	256	256	256	257	257	1,516
Bond Issue	-	-	-	-	-	-	-
Total County Contribution	234	256	256	256	257	257	1,516

Notes on Funding Schedule

Arlington's contribution is from PAYG funding that is appropriated annually as part of the operating budget.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

Arlington is 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. The operating cost is included in the base budget.

OTHER PAYG PROJECTS

NEIGHBORHOOD CONSERVATION

The Neighborhood Conservation (NC) Program funds public improvements in neighborhoods throughout the County for which the County Board has accepted Neighborhood Conservation Plans developed by civic associations. Projects include installation of curb, gutter, sidewalk, street lights, neighborhood identification signs, fencing, retaining walls, street trees, and other landscaping; correction of drainage problems; park and County facilities improvements; and reconfiguration of streets (including nubs, traffic circles, etc.) to address traffic management problems. Typically the County funds the NC program through bonds considered by voters every two years and PAYG.

NEIGHBORHOOD TRAFFIC CALMING

The Neighborhood Traffic Calming (NTC) Program implements capital projects intended to reduce travel speeds, reduce cut through traffic, and improve pedestrian and bicyclists safety within and around Arlington neighborhoods. Project selection is determined by a formal process conducted jointly with the NTC citizen committee and County staff to direct resources to streets where travel speeds and traffic volumes meet adopted criteria.

PARK ENHANCEMENT GRANTS

The Park Enhancement Grant program enables Arlington residents to initiate small capital improvements and beautification projects for parks, playgrounds, and recreation facilities in their respective neighborhoods. Since the program began in 1978, more than 230 projects have been funded. These include projects such as park furniture, gardens and landscaping, pathways, fencing, public art, educational and interpretive signage, as well as sports and building amenities. The maximum grant award is \$12,000. Community-proposed projects are submitted annually to the Park and Recreation Commission for review. The Commission recommends a list of projects to the County Board for final approval and funding.

WAYFINDING

Implementation of the wayfinding system will occur over several years and will be completed in phases. The first phase of the wayfinding system involves installing pedestrian signs at Metro station areas and other key locations within Arlington. These signs will feature maps and will replace the older signs found throughout the county. A budget of \$500,000 would fund the costs to remove several existing, outdated and/or damaged signs and fabricate and install the first phase of the wayfinding system implementation. As the design for the wayfinding system is completed, additional phases and costs estimates will be identified.

CAPITAL CONTINGENCY

In FY 2009, a portion of the Department of Community Planning, Housing and Development (DCPHD) will structurally change to an enterprise fund and will operate as the DCPHD Development Fund. As a result, revenue from its services such as Zoning, Permit Processing, Code Compliance and Plan Review will be budgeted and accounted for in a separate fund for the first time. This affects the budget of capital projects because now these services must be included as part of the project expense, whereas in the past, these services were not charged to County capital projects. For new capital projects in the upcoming Capital Improvement Plan (CIP), these fees must be planned for as part of the total project costs. For previously approved capital projects that had not planned for these fees, a contingency has been included as part of the FY 2009 PAYG budget to factor in these costs.

The budget provides funding toward the costs of these building fees attributable from the various capital projects previously approved but not yet completed. In addition, the contingency funds are budgeted to account for previously approved projects for which cost estimates have increased due to construction inflation or unforeseen project needs that arise after the project budget was formulated. Once costs are finalized and needs are evaluated, a recommendation of capital contingency use will be provided by the County Manager.

GUIDE TO READING THE FY 2009 – FY 2014 CAPITAL IMPROVEMENT PROGRAM

The Adopted FY 2009 – FY 2014 Capital Improvement Program (CIP) format provides summary information as well as additional detailed information. As in previous years, the CIP provides several layers of detail.

The Summary section includes the introduction and financial information. This section explains the goals of the CIP, the process used to develop the CIP and an overview of the project selection criteria and capital funding sources.

The major portion of the CIP is dedicated to describing specific programs and projects. As in the past, the CIP is organized around the three major funding sources: Bond and other Debt Funding; Maintenance Capital & PAYG and Master Lease Funding. In addition to these traditional funding sources, this CIP introduces two new revenue streams. The first is the Transportation Investment Fund. In 2007, the General Assembly passed legislation enabling the County to levy an additional real estate tax on industrial and commercial properties for transportation initiatives. The second is the Stormwater Management Fund. The Board adopted a County-wide sanitary district tax to fund operating and capital costs to upgrade and expand the County's stormwater drainage and sewer infrastructure.

The latter sections of the CIP detail the projects by the major programs: Parks and Recreation, Metro, Transportation and Pedestrian Initiatives, Community Conservation, Facilities, Stormwater Management and Water and Sewer Infrastructure.

- The first page of each of the programs provides an 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.

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 included relating to the Arlington Public Schools CIP is informational and is part of the School Board's adopted budget.**
- 3. All costs are in FY09 dollars.**

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, Engineering and Capital Projects Director, (703) 228-5022 or gemanuel@arlingtonva.us.

Arlington, Virginia

Facilities Maintenance Capital FY 2009 Project List

Facility	Description	Estimate Cost	Remaining Available
			\$3,000,000
Detention Facility	Phase II Detention Center exterior restoration	\$1,300,000	\$1,700,000
Courts	replace the Courthouse sound system	\$1,000,000	\$700,000
Fire Station #4	replace the concrete pavement and driveway aprons	\$120,000	\$580,000
Fire Station #1	replace men's shower room	\$30,000	\$550,000
County-wide	County-wide facility assessment update	\$175,000	\$375,000
Aurora Hills Recreation Center	replace kitchen cabinets and carpet	\$35,000	\$340,000
Gulf Branch Nature Center	replace the carpet in the main building	\$21,000	\$319,000
Community Residences	water-proof the basement	\$20,000	\$299,000
County-wide	contingency for unforeseen maintenance	\$299,000	-
Fire Station #4 & Fire Headquarters	replace the roof	\$600,000	(\$600,000)
Fire Academy	replace the roof	\$115,000	(\$715,000)
Fire Station #1	replace the roof	\$600,000	(\$1,315,000)
Detention Center	replace ceiling system	\$60,000	(\$1,375,000)
Fairlington Community Center	replace the roof	\$400,000	(\$1,775,000)
Aurora Hills Library	replace carpet	\$75,000	(\$1,850,000)
George Mason	replace exterior drainage system	\$75,000	(\$1,925,000)
County-wide	contingency for unforeseen maintenance	\$75,000	(\$2,000,000)

Arlington, Virginia

Transportation Capital FY 2009 Project List (Equivalent Priorities, split by percentages)

Provides re-paving for the County's 960 lane miles of Streets at a nominal rate of 64 lane miles per year, or a 15 year paving cycle. The program includes Slurry Seal and Re-building of streets as well from the total paving funding.		Proposed: Year Cycle	26	Full Funding 15 Year Cycle
Program	Description	Proposed Budget	Average No. Blocks	Full Season Average No. Blocks
Hot Mix Overlay	Paving constitutes 75-80% of the recommended program, yielding 48-50 lane miles annually for streets that have curb and gutter.	\$2,648,250	103	\$4,538,491 176
Paving on Streets that lack curb and gutter (New Initiative for FY2008)	Recommended program would allocate +/-5% of the Paving Program funds to re-pave blocks that lack curb and gutter and thus have not normally qualified for re-paving.	\$169,311	7	\$290,161 11
Slurry Seal	Slurry Seal extends the life of pavement at a much lower per square yard cost. Program is based on 40 lane miles being slurred annually, which is roughly 5-10% of the total paving program.	\$230,043	82	\$394,240 141
Re-Building of Streets	Re-builds include partial and total excavations of blocks to re-build the base and sub-base of roadways where significant roadway failure has occurred.	\$338,623	3	\$580,321 4
Subtotal Paving Program Only		\$3,386,227		\$5,803,213
Bridge Maintenance Program	Funds inspections and maintenance for the County's bridges and culverts.	\$400,000		\$400,000
Traffic Signal, Street lights, Bus Shelter Maintenance	Funds maintenance to the County's traffic signals, pedestrian signals, school flashers, signal cabinet hardware and other maintenance items in the signals area.	\$150,000		\$350,000
Funding Note: Based on current asphalt rates which fluctuate based on the Petroleum Market.		\$3,936,227		\$6,553,213

Arlington, Virginia

Parks Maintenance Capital FY 2009 Project List

Facility	Description	Estimate Cost	Remaining Available Funds
			\$2,620,000
Thomas Jefferson Comm. Center	Replace Bermuda sod and install irrigation on upper field.	\$150,000	\$2,470,000
Bluemont Park	Replace playground. Replacement includes A&E, demolition, site preparation, play equipment, safety surfacing, connection to existing pathway and site amenities to bring playground to current CPSC and ADA standards.	\$950,000	\$1,520,000
13th & Herndon Street Park	Replace basic park infrastructure. Replacement includes A&E, demolition, site preparation, storm water management, new sidewalks, landscaping, and site furnishings. NOTE: Park master plan adopted by County Board Dec. 2007. Old chain link fence was replaced using FY2008 PAYG.	\$355,000	\$1,165,000
Lyon Village Park	Replace picnic shelter roof with metal roof.	\$100,000	\$1,065,000
Lyon Village Park	Replace 2 lighted tennis courts and lighted basketball court. Replacement includes A&E, demolition, court surfacing, fencing, nets, lighting fixtures, retaining walls, sidewalk, and stairs.	\$800,000	\$265,000
Nina Park	Replace tot playground. Replacement includes A&E, demolition, site preparation, play equipment, safety surfacing, repair of pathway and site amenities to bring playgrounds to current CPSC and ADA standards.	\$100,000	\$165,000
Drop In Community Fields	Location TBD, short-listed candidates are Rocky Run or Westover. Combine with FY2007 and FY2008 PAYG to replace natural turf community field with synthetic turf.	\$300,000	(\$135,000)
Benjamin Banneker Park	Replace athletic field Bermuda sod.	\$90,000	(\$225,000)
Madison Manor Park	Replace comfort station to bring to year round standard and ADA compliance.	\$655,000	(\$880,000)
<p>*** The life cycle assessment is progressing with the consultant's evaluation of the first 6 parks (pilot). Projects may be reprioritized based on consultant recommendations</p>			

Arlington, Virginia

IT Maintenance Capital FY 2009 Project List

Facility	Description	Estimate Cost	Remaining Available Funds
			\$2,000,000
Replace Client-Based Financial System	Replace existing 10+ year old client based financial system(s) that handle benefit and vendor payments specific to DHS clients to meet changing state requirements and reduce the potential for a failure for which there is no support. The systems interface with the County financial system and manage approximately \$21M/year in County funds, including reimbursement by the State, which necessitates detailed client level transactions. (DHS)	\$595,000	\$1,405,000
Enterprise Asset Management	Consolidate two work order management systems from existing aging platforms onto the enterprise-wide platform. Enterprise Asset Management provides for work-order entry and tracking, preventive maintenance schedules, resource balancing for workloads, and the ability to provide customers with online access to work order status. (DES, PRCR)	\$350,000	\$1,055,000
Electronic Records Management Strategy	Further develop the enterprise focus and approach for deploying electronic records management capabilities across the County per the records definition and retention regulations of the Library of Virginia. (DTS)	\$465,000	\$590,000
Redaction of Circuit Court Records	To protect the SSN data on the Circuit Court records and redact all but last four digits of SSN on all pages of Judgments, Deeds, Wills and Financial Statements records stored electronically in ERMS. (CC)	\$290,000	\$300,000
Mobile Data Computers		\$300,000	-

Arlington, Virginia

Energy Efficiency FY 2009 Project List

FacilityName	Deficiency	Estimate Cost/Actual Cost	Remaining Available Funds
			\$400,000
Equipment Division	Lighting retrofit - entire building	\$30,000	\$370,000
Solid Waste/Traffic Engineering	Lighting retrofit - entire building	\$27,000	\$343,000
Cherrydale Library	Lighting retrofit-entire building	\$22,000	\$321,000
Gulf Branch Nature Center	New boiler, controls	\$22,000	\$299,000
Glen Carlyn Library	Lighting retrofit - entire building	\$20,000	\$279,000
Fire Training Academy	Lighting retrofit - entire building	\$15,000	\$264,000
Long Branch Nature Ctr	Lighting retrofit - entire building	\$15,000	\$249,000
General diagnostics	Electric motor inventory / systematic upgrade	\$75,000	\$174,000
Solid Waste/Traffic Engineering	Install Automatic building controls	\$55,000	\$119,000
Woodmont Center	Lighting retrofit - whole building	\$48,000	\$71,000
Central Library	Retrocommission energy mgmt system	\$36,000	\$35,000
Fire Station 8	HVAC controls and retrocommissioning	\$35,000	-

MASTER LEASE FUNDING

In February 2006, the County negotiated the current Master Lease Agreement with Citimortgage. This Agreement can be used to acquire equipment and systems at a low interest rate and to pay for the equipment and systems over their useful life. The Master Lease Agreement's structure allows the County to procure equipment using temporary funding sources, and then draw funds from the Lessor to reimburse the temporary sources. The rates vary by terms: 3, 5, 7, and 10 years. The master lease presented here accounts for projects with related debt service costs funded through the General Fund's Non-Departmental budget.

The current master lease contract expires in February 2009. A new contract will be competitively bid and may result in different interest rates and lessor relationships. The debt service costs related to the FY 2009 projects presented are already included in the FY 2009 Adopted Operating Budget. The FY 2010 list of projects reflects continued funding needs to complete projects started in FY 2009 as well as public safety projects that are considered urgent.

Capacity to fund additional projects is available in years FY 2011 – FY 2014. Though no specific projects are recommended at this time, there are certain items that have been identified that could be funded through a master lease program. They include the County's annual PC replacement program, replacement of aging boilers and chillers throughout County facilities, electronic records management system (ERMS) and other needs. As the CIP is updated and a new master lease / purchase agreement contract is available, more specific recommendations will be discussed.

6 Year Capital Program Costs (000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
1. Network & Telephone Refresh	5,000	1,000	-	-	-	-	6,000
2. PC Replacement	2,000	1,500	-	-	-	-	3,500
3. Breathing Apparatus	1,825	-	-	-	-	-	1,825
4. Mobile Data Terminals	-	2,000	-	-	-	-	2,000
5. Detention Facility Security System	-	2,736	-	-	-	-	2,736
6. Capacity for Future Projects	-	-	2,300	6,000	11,100	12,000	31,400
Total Program Cost	8,825	7,236	2,300	6,000	11,100	12,000	47,461

Program Funding Sources (000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
Revenue from the Commonwealth	-	1,306	-	-	-	-	1,306
Developer Contribution	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Transportation Investment Fund	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	7,083	4,907	2,300	6,000	11,100	12,000	43,390
Debt Service Savings	1,742	1,023	-	-	-	-	2,765
PAYG	-	-	-	-	-	-	-
Bond Issue	-		-		-		-
Total Program Funding	8,825	7,236	2,300	6,000	11,100	12,000	47,461

Footnote:

Debt Service Savings of \$1.7 million from the FY 2008 operating budget and \$1.0 million from the FY 2009 operating budget are available to "buy down" the cost of the network/telephone refresh and mobile data terminals. The debt service savings is the difference between the debt service budget available for projects and the projected principal and interest payments for the projects funded in FY 2008 and FY2009.

Debt Financing Impact (000s)

	FY 09	FY 10
Debt Financing Cost (P& I)	1,518	2,973

Debt Financing Notes

Costs shown are based on current costs. Future costs are subject to market changes that can either increase or decrease the costs shown. Financing terms vary from 3 to 10 years and interest rates vary depending on the term.

NETWORK & TELEPHONE REFRESH

Project Description

This program will begin in FY 2009, and will be completed in FY 2010. The migration will be phased in among users to ensure continuity of service. This project will encompass the entirety of Arlington County Government facilities and users, which represents roughly 4,000 phone set locations. The County’s decision to converge voice and data services came after extensive review of the technology available to local governments, the ease of use by the customers, and the ability of the County to minimize the risk factors associated with a project of this scale.

Associated Master Plan:

e-Government Master Plan II

Neighborhood:

N/A

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

The goal of this project is to converge the network and telephone operations and service under the technology of Voice Over Internet Protocol (VoIP), in order to provide better service through consolidation of service and operations.

Project Justification

The Network and Telephone refreshment program will refresh two aging systems where equipment has either reached the end of its useful life or is past warranty. The County currently uses a traditional switch-based telephone system, which has been in place for 18 years and has been taxed with service demands that exceed the equipment’s capabilities. The County’s informational network—which allows users to seamlessly access all County applications, connect to the internet, send emails, and search and access their network drives—will be the infrastructure backbone for all of the County’s communication and networking demands. With the convergence of these two systems, it is essential that equipment be refreshed at the same time to meet the users’ needs today, and provide capability to grow in the future.

Network & Telephone Refresh

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction							
Relocation and Temp Facilities							
Equipment	5,000	1,000	-	-	-	-	6,000
Total Project Cost	5,000	1,000	-	-	-	-	6,000

Notes on Cost Estimates

The refreshment of the County's network and telephone system is estimated to cost \$6.0 million. Purchase and installation of the refreshment is planned to be phased in over a two year period.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District							
Commonwealth Loan Funds							
Master Lease	3,258	1,000	-	-	-	-	4,258
Debt Service Savings	1,742	-	-	-	-	-	1,742
Bond Issue							
Total County Contribution	5,000	1,000	-	-	-	-	6,000

Notes on Funding Schedule

Of the total project cost, \$1.7 million is funded from debt service savings in the operating budget to "buy down" the total cost of the project. The balance of \$4.3 million will be lease financed over a five year term.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost	742	970	970	970	970	278
Maintenance Capital Impact						
Gross Operating Cost	742	970	970	970	970	278
<i>Less Fees</i>						
Net Operating Cost	742	970	970	970	970	278

Notes on Operating Costs

The financing costs are the principal and interest payments associated from the master lease financing. These debt service costs are included in the base operating non-department budget for the master lease program. FY 2009 costs associated for the installation, maintenance, and monitoring of the network and telephone refresh are available in the base budget. Future operating costs will be evaluated and adjusted accordingly.

PC REPLACEMENT

Project Description

The PC Replacement program operates on a three year cycle, leading to replacement of one-third of the PC inventory annually. This inventory has traditionally included desktop computers but not laptops. However, in FY 2009 DTS will make laptops available to users whose work requires mobility. DTS is also examining the migration from a Microsoft Windows XP platform to the newly released Microsoft Windows Vista operating system and Office 2007. This migration will occur after Vista has been properly tested, and it is ensured that all County applications will work seamlessly. Training will be needed on the new operating system and desktop application suite when it is operational.

Associated Master Plan

e-Government Master Plan II

Neighborhood:

N/A

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

The goal of the PC Replacement program is to maintain an effective, supportable inventory of personal computers to best support the workforce.

Project Justification

The PC Replacement program works by replacing a percentage of computers annually, and keeping the program on a standardized cycle. This approach minimizes large capital outlays for PC's, and keeps a large percentage of the inventory within warranty and responsive to emerging technological trends. Given the technology available, the Department of Technology Services will continue to work with customers to identify the most appropriate machines necessary for the users.

PC Replacement

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction							
Relocation and Temp Facilities							
Equipment and Furnishings	2,000	1,500	-	-	-	-	3,500
Total Project Cost	2,000	1,500	-	-	-	-	3,500

Notes on Cost Estimates

Cost estimates reflect refreshing roughly 3,000 machines between FY 2009 and FY 2010. This is a larger amount than normal, due to a delay in the replacement process in FY 2007 and FY 2008.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District							
Commonwealth Loan Funds							
Master Lease	2,000	1,500	-	-	-	-	3,500
PAYG							
Bond Issue							
Total County Contribution	2,000	1,500	-	-	-	-	3,500

Notes on Funding Schedule

The PC replacement will be lease financed over a three year term.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost						
Maintenance Capital Impact	360	991	1,261	901	270	-
Gross Operating Cost	360	991	1,261	901	270	-
<i>Less Fees</i>						
Net Operating Cost	360	991	1,261	901	270	-

Notes on Operating Costs

The financing costs are the principal and interest payments associated from the master lease financing. These debt service costs are included in the base operating non-department budget for the master lease program. Costs associated with the installation, maintenance, and monitoring of personal computers is budgeted in DTS base budget.

BREATHING APPARATUS

Project Description

The breathing apparatus has reached its useful life expectancy and lacks improved technology. This purchase will allow the fire department to employ the newest technology in breathing apparatus to protect our firefighters and paramedics. The new apparatus allows for increased protection, renewed warranty for repairs and some safety enhancements that provide increased protection for our firefighters.

Associated Master Plan:

N/A

Neighborhood:

N/A

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

The current breathing apparatus equipment is at the end of its useful life and the cost of repairs has increased substantially. The apparatus can not be replaced in segments because it is critical for all firefighters to use the same model.

Project Justification

The current breathing apparatus assigned to the frontline units is at the end of the useful life cycle. Most of the parts are no longer covered under warranty and are experiencing more than normal maintenance issues. Our current breathing apparatus is not compliant with the most current National Fire Protection Association NFPA 1981 (2007 edition) standards.

With the replacement of the apparatus, the new technology will better protect firefighters, will have less down time, and be less expensive to repair because of the new warranty. It will also allow for more uniform training and operating standards.

Breathing Apparatus

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction							
Relocation and Temp Facilities							
Equipment	1,825	-	-	-	-	-	1,825
Total Project Cost	1,825	-	-	-	-	-	1,825

Notes on Cost Estimates

The existing equipment is at least 12 years old. The funding will replace all current equipment as well as provide spares for use during training exercises. \$1.8M funds 500 facepieces and carbon cylinders, 250 voice amplifiers, signal alert with tracker and regulators.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District							
Commonwealth Loan Funds							
Master Lease	1,825	-	-	-	-	-	1,825
Debt Service Savings							
Bond Issue							
Total County Contribution	1,825	-	-	-	-	-	1,825

Notes on Funding Schedule

There are different warranties for different parts of the breathing apparatus. Electrical parts are covered for 3 yrs., mechanical parts 5 yrs., air tanks 8 yrs., and the pressure reducer valve 15 yrs. The equipment is lease financed over a five year term.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost	416	416	416	416	416	-
Maintenance Capital Impact						
Gross Operating Cost	416	416	416	416	416	-
<i>Less Fees</i>						
Net Operating Cost	416	416	416	416	416	-

Notes on Operating Costs

The financing costs are the principal and interest payments associated from the master lease financing. These debt service costs are included in the base operating non-department budget for the master lease program. The budget for maintenance of the equipment is already factored in the base operating budget. There are no additional operating costs through FY 2014.

MOBILE DATA TERMINALS &
INFRASTRUCTURE

Project Description

Mobile data terminals are laptops used by the County’s public safety officers to communicate with the Emergency Communications Center and other public safety officers in the County. The laptops have reached the end of their useful lifecycle and require replacement to remain useful to public safety personnel.

Associated Master Plan:

N/A

Neighborhood: N/A

Advisory Commission: N/A

COUNTY-WIDE

Project Strategic Goal

The goal of this project is to replace mobile data terminals, a public safety communications tool, so these devices will remain useful and operable for public safety personnel.

Project Justification

Mobile data terminals allow emergency personnel to communicate more efficiently with the Emergency Communications Center and other public safety officers in the County. These terminals or laptops permit data exchange via wireless technology to the police, fire and sheriff departments and are located in public safety vehicles.

The use of these devices increases the efficiency of information sharing, investigations, records management and all forms of communications. By allowing public safety officers to work more efficiently, the laptops also allow public safety officers to be more responsive and enhance community safety and security.

The current laptops have reached the end of their lifecycle. This project will replace the current laptops with more rugged laptops. The rugged laptops can be taken out of public safety vehicles thereby enabling public safety officers to be more efficient in working in the field. The more durable design of the rugged laptop will likely decrease the number of maintenance and replacement requests. The newer model of laptops will be able to access the full range of bandwidth available to the County which will improve connectivity over that currently experienced by laptop users. The rugged laptops are also more compatible with existing and planned public safety information technology.

There are currently 280 mobile data terminals. The total need identified is for 390 terminals: 290 for the Police, 10 for Criminal Investigation, 10 for Sheriff, and 80 for Fire Department. \$350,000 was previously approved to replace 60 laptops as part of the FY 2009 Pay-As-You-Go budget. The CIP proposal is to fund 330 mobile data terminals through the master lease program.

The infrastructure costs associated with the mobile data terminals include wireless data connectivity software and wireless network support which are estimated to cost between \$200,000 - \$300,000. Additional operating costs include access to a commercial wireless network which is estimated to cost approximately \$234,000 per year.

Mobile Data Terminals & Infrastructure

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction							
Relocation and Temp Facilities							
Equipment and Furnishings	-	2,000	-	-	-	-	2,000
Total Project Cost	-	2,000	-	-	-	-	2,000

Notes on Cost Estimates

The current cost estimate is approximately \$4,757-\$5,200 per laptop depending on the model and specifications. The associated infrastructure costs will be approximately \$200-300K.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District							
Commonwealth Loan Funds							
Master Lease	-	977	-	-	-	-	977
Debt Service Savings		1,023					1,023
Bond Issue							
Total County Contribution	-	2,000	-	-	-	-	2,000

Notes on Funding Schedule

The Master Lease Program will fund a total of 330 laptops plus the infrastructure costs. The total cost is \$2.0 million of which \$1.023 million from debt service savings will be used to "buy down" the total cost. Therefore, only \$977,000 is needed from the master lease financing program at a 3 year term.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost		352	352	352		
Maintenance Capital Impact	-	234	234	234	-	-
Gross Operating Cost	-	586	586	586	-	-
<i>Less Fees</i>						
Net Operating Cost	-	586	586	586	-	-

Notes on Operating Costs

The financing costs are the principal and interest payments associated from the master lease financing. These debt service costs are included in the base operating non-department budget for the master lease program. The additional annual operating cost is approximately \$234,000. These operating expenses will be included in the budget of the relevant public safety departments.

DETENTION CENTER SECURITY SYSTEM

Project Description

This project is for necessary upgrades/improvements to all security systems in the Arlington County Detention Facility (ADCF).

The required upgrades/changes fall into four basic areas:

Restoration: Unreliable, obsolete, or inoperable systems and components that must be replaced to restored.

Expansion: Systems where expanded applications are justified such as CCTV, door control, duress, paging, etc.

Improvement: Areas where the original design does not support an adequate level of security and operations.

Technology: Application of current technologies that were not available or cost effective during the original design.

Associated Master Plan:

N/A

Neighborhood:

N/A

Advisory Commission:

N/A

COUNTY-WIDE

Project Strategic Goal

The equipment and technology in the Arlington Count Detention Facility is over 16 years old. All systems are used 24 hours a day, 7 days a week. System upgrades must be implemented to sustain reliability and continue the operational success of the facility. Until the upgrades are implemented, risks to the secure and efficient operation of the facility will grow.

Project Justification

As the equipment and technology in the Detention Facility continues to age, system breakdowns continue to increase. The number of times the Detention Facility is put in lock-down due to system failures has been steadily increasing over the past years. When the Detention Facility is in lock-down, programs are cancelled, which impacts the rehabilitation opportunities for the inmates.

While the systems can currently be repaired, it is becoming more difficult to find parts and repairs will become more difficult and expensive.

In addition, implementing the upgrades/improvements in phases will increase the cost of the parts and labor as many of the systems tie into each other. It is more cost effective to do all the upgrades at the same time.

Detention Center Security System

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E							
Land Acquisition							
Construction	-	1,306	-	-	-	-	1,306
Relocation and Temp Facilities							
Equipment	-	1,430	-	-	-	-	1,430
Total Project Cost	-	2,736	-	-	-	-	2,736

Notes on Cost Estimates

The total project cost of the Detention Center Security System is \$2.7 million. Of this amount, \$1.4 million is the cost of the equipment and \$1.3 million is the installation costs. The Sheriff's office is trying to secure state grants to cover the about \$1.3 million of the project costs.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	1,306	-	-	-	-	1,306
Developer Contributions							
Other Funding							
Total Outside Revenue	-	1,306	-	-	-	-	1,306
Special Tax District							
Commonwealth Loan Funds							
Master Lease	-	1,430	-	-	-	-	1,430
Debt Service Savings							
Bond Issue							
Total County Contribution	-	1,430	-	-	-	-	1,430

Notes on Funding Schedule

The lease financing is based on a 7 year useful life.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost	-	245	245	245	245	245
Maintenance Capital Impact						
Gross Operating Cost	-	245	245	245	245	245
Less Fees						
Net Operating Cost	-	245	245	245	245	245

Notes on Operating Costs

The financing costs are the principal and interest payments associated from the master lease financing. These debt service costs are included in the base operating non-department budget for the master lease program. There are no additional operating costs.

PARKS PROGRAM

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 Capital Maintenance 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 FY 2008 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 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1. Herndon and 13th Street Park	-	-	1,200	-	-	-	1,200
2. Tyrol Hills Park - Phase 2	-	-	1,600	-	-	-	1,600
3. Synthetic Turf Athletic Fields	-	-	1,500	-	1,500	-	3,000
4. Parks Master Plan	-	-	2,000	-	4,000	-	6,000
5. Public Art Program	-	-	300	-	600	-	900
6. Long Bridge Aquatic Center	-	-	-	-	56,000	-	56,000
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	-	-	6,600	-	62,100	-	68,700

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding	-	-	-	-	26,000	-	26,000
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	6,600	6,600	36,100	36,100	42,700	42,700
Total Funding Sources	-	6,600	6,600	62,100	62,100	68,700	68,700

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	0	0	0	462	587	3,182

HERNDON AND 13TH STREET PARK

CRITICAL MILESTONES

<i>County Board adoption</i>	Dec-2007
<i>A&E design begins</i>	May-2011
<i>Construction drawings complete</i>	Jan-2011
<i>Construction notice to proceed</i>	Apr-2012
<i>Punch list complete</i>	May-2013
<i>Ribbon cutting</i>	Jun-2013

Project Description

The project is for design and build out of the park master plan. Project elements include a community canine area, native demonstration gardens, a plaza terrace with benches, picnic tables and a focal feature, an open lawn area with benches and game tables, and sidewalks.

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

HERNDON AND 13TH STREETS

Project Strategic Goal

The project will implement the elements of the park master plan, which was adopted by the County Board in December 2007. The park will provide much needed recreation opportunities to the residents and businesses in this increasingly dense area of the County.

Project Justification

Herndon & 13th Street Park is an urban park located at the interface of the Clarendon-Courthouse and the Lyon Village neighborhoods. It is home to the Clarendon Community Canine Area (CCA). The approved Park Master Plan brings Arlington one step closer to providing this vibrant 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 in which it is situated.

Herndon and 13th Street Park

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	300	-	-	-	300
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	900	-	-	-	900
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	1,200	-	-	-	1,200

Notes on Cost Estimates

Conceptual planning estimate for A&E and construction is \$1.7 million. \$195k already funded in FY2008 PAYG for CCA fence. \$355k included in FY2009 PAYG for park infrastructure replacement.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	1,200	-	-	-	1,200
Total County Contribution	-	-	1,200	-	-	-	1,200

Notes on Funding Schedule

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

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	-	-	-	60
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	60
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	60

Notes on Operating Costs

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

TYROL HILLS PARK - PHASE 2

CRITICAL MILESTONES

<i>County Board Adoption</i>	Dec-03
<i>A & E design begins</i>	Jul-11
<i>Construction drawings complete</i>	Jul-12
<i>Construction notice to proceed</i>	Oct-12
<i>Punch list complete</i>	Oct-13
<i>Ribbon cutting</i>	Nov-13

Project Description

Tyrol Hills Park - Phase Two includes design and installation of a 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 goal of the project is to complete the implementation of the Tyrol Hills Park Master Plan, adopted by the County Board in February 2003.

Project Justification

Tyrol Hills Park is heavily used, and serves as the major gathering space for the Columbia Heights West and Forest Glen neighborhoods. The park is used for basketball and volleyball games, picnics and play and also hosts many programmed recreational activities and 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 facility will replace the portable toilets currently housed on the site. Phases I and III of the master plan have been funded and completed through the Neighborhood Conservation Program.

Tyrol Hills Park - Phase 2

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	400	-	-	-	400
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	1,200	-	-	-	1,200
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	1,600	-	-	-	1,600

Notes on Cost Estimates

Rough order of magnitude costs estimates were developed during the master plan phase and have been updated to reflect current costs and inflation.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	1,600	-	-	-	1,600
Total County Contribution	-	-	1,600	-	-	-	1,600

Notes on Funding Schedule

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

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

Operating costs are projected to include utilities, cleaning, and some staff time for maintenance of the new comfort station and picnic shelter. Additional costs include landscaping and lawn maintenance.

SYNTHETIC TURF ATHLETIC FIELDS

CRITICAL MILESTONES

<i>Community Support</i>	90-120 days
<i>Construction Plans</i>	90-120 days
<i>End of regular season</i>	Winter or summer season
<i>Substantial completion</i>	90-120 days
<i>Ribbon cutting</i>	30-60 days

Project Description

Conversion of existing natural grass fields involves installation of synthetic grass, in-fill underground drainage system, lighting, and site amenities including site furnishings, pathways, landscaping, and permanent or portable restrooms as needed. Field lighting will be high grade "dark sky" lighting with spill control to greatly minimize its impact on the surrounding neighborhoods. Staff works with adjacent communities to ensure appropriate site improvements are included in the project.

Associated Master Plan:

Public Spaces Master Plan

Neighborhood:

Various

Advisory Commission:

Sports Commission, Park and Recreation Commission

COUNTY-WIDE

Project Strategic Goal

The project goal is to convert at least one athletic field every bond cycle from natural grass to synthetic grass.

Project Justification

Synthetic grass is a polyethylene fiber surface that can provide year-round community 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. Synthetic grass typically has an in-fill comprised of either ground rubber or rubber/sand with an underground drainage system that permits rapid removal of water during heavy rainfalls. 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 long term goal of this program is to convert the fields identified in the Public Spaces Master Plan.

Synthetic Turf Athletic Fields

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	675	-	675	-	1,350
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	825	-	825	-	1,650
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	1,500	-	1,500	-	3,000

Notes on Cost Estimates

Assumes the conversion of one field in the 2010 referendum and one in the 2012 referendum.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	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	-	3,000
Total County Contribution	-	-	1,500	-	1,500	-	3,000

Notes on Funding Schedule

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

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	13	13	26	26
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	13	13	26	26
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	13	13	26	26

Notes on Operating Costs

There will be an additional cost per field for utility costs for electricity and water for drinking fountains of \$13,000/year. There will be a maintenance capital impact for each field eight years out to cover the cost for turf replacement.

PARKS MASTER PLAN

CRITICAL MILESTONES

Ongoing Program
Specific parks Jan-10
identified for design
and construction

Project Description

Arlington is undergoing a County-wide condition assessment for all 139 parks, funded in the FY 2007 Carryover and FY 2009 PAYG budgets. While the focus of the assessment will be to develop benchmarks and a 20-year renovation/replacement schedule for outdoor park facilities, it is anticipated that the assessment will recommend the complete renovation of several parks due to the magnitude of multiple facilities within the parks needing replacement within the same time period, as well as opportunities to realign the park features to meet current standards. At the same time, the Public Spaces Master Plan (PSMP) recommends looking at parks from a “Clustering Philosophy” (PSMP Rec. 1.5) to provide the full complement of park facilities within County service areas and identifying where gaps exist, which will also be factored into these major renovation projects. In order to assure funding is available to begin that work, a portion of the County’s bonding capacity is being set aside for design and construction beginning with the 2010 referendum.

Associated Master Plan:

Public Spaces Master Plan, Public Art Master Plan, Urban Forest Master Plan

Neighborhood:

Various

Advisory Commission:

Park and Recreation Commission, Sports Commission, Urban Forestry Commission, Art Commission

COUNTY-WIDE

Project Strategic Goal

A condition assessment for all parks within the County is underway and will be completed by the end of 2009. It is anticipated that the assessment will recommend the complete renovation of several parks. In addition, the Public Spaces Master Plan (PSMP) recommends developing a master plan for a cluster of five urban parks in the Ballston-Virginia Square/Ashton Heights area (PSMP Rec. 1.4). This project will begin to fund the design and implementation of these recommendations.

Project Justification

The condition assessment will identify individual failed or failing components at each park. In some cases it is anticipated a majority of components in an individual park will be identified for replacement. Rather than attempting a piecemeal approach to those parks, it is anticipated a park-wide renovation will be pursued in order to maximize the efficiency and mitigate the impact to the neighborhood.

The exact methodology for determining which deficiencies and the triggers for a full renovation will be determined as a part of the master plan process and is highly dependent on the results of the condition assessment and the level of need determined County-wide. These funds will not supplant Parks Maintenance Capital, but instead will augment them to more quickly address the deficiencies.

Parks Master Plan

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	2,000	-	-	-	2,000
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	4,000	-	4,000
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	2,000	-	4,000	-	6,000

Notes on Cost Estimates

Program funding level is a placeholder allocation that will be refined based on the results of the condition assessment.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	2,000	-	4,000	-	6,000
Total County Contribution	-	-	2,000	-	4,000	-	6,000

Notes on Funding Schedule

The bond funds will be used in concert with Parks Maintenance Capital.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

Additional operating costs for specific projects identified as part of the condition assessment and master plan will be developed during the study effort.

PUBLIC ART PROGRAM

CRITICAL MILESTONES

Ongoing Program

Project Description

Arlington's Public Art Program provides its client County departments with public art project management in order to promote design excellence in the urban realm. Program staff strives to create a stronger sense of civic identity in Arlington and more meaningful connections between people and places that are important to civic life.

Associated Master Plan:

Public Spaces Master Plan, Public Art Master Plan

Neighborhood:

Various

Advisory Commission:

Arts Commission

VARIOUS

Project Strategic Goal

The project goal is to include public art in public projects as guided by the Public Art Master Plan.

Project Justification

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 natural landscapes.

Public Art funding is used to implement public art in other CIP projects across the County as opportunities are identified. The following projects have been identified as potential opportunities for the Public Art Program: VDOT Interchange on Arlington Boulevard, North Lynn Street Corridor, Long Bridge Park, Courthouse Plaza Main Lobby Stained Glass, Arlington Mill Community Center, Four Mile Run Restoration, Randolph and Glebe Miniature Golf, Columbia Pike Light Rail, Westover Branch Library and Penrose Square.

This funding will supplement individual project budgets to provide for the acquisition, construction or installation of Public Art at County facilities, parks, and as a part of some transportation projects.

Public Art Program

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	300	-	600	-	900
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	300	-	600	-	900

Notes on Cost Estimates

Individual capital projects may have Public Art components in their budget.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	300	-	600	-	900
Total County Contribution	-	-	300	-	600	-	900

Notes on Funding Schedule

It is recommended that funding be include in the fall 2010 and fall 2012 referenda. This project is also funded by contributions from developers.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

An annual program is in place to assess the condition of all public art in the County. The average cost for maintenance of a public art project is approximately \$2,500.

LONG BRIDGE AQUATIC CENTER

CRITICAL MILESTONES

A&E design begins Late spring 2009

Construction drawings complete 2012

Construction notice to proceed Summer 2013

Punch list complete Summer 2015

Ribbon cutting Fall 2015

Project Description

The project is for the design and build out of the initial phase of the aquatics, health and fitness center. Project 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, parking and site development.

Associated Master Plan:

Public Spaces Master Plan, North Tract Master Plan, North Tract Area Plan

Neighborhood:

Crystal City

Advisory Commission:

Park and Recreation Commission, Sports Commission, Arts Commission, Long Bridge Design Advisory Committee

LONG BRIDGE AQUATIC CENTER

Project Strategic Goal

Long Bridge Park, formerly North Tract, was once a light industrial site and is now one of the few remaining large areas of open space in Arlington County, located at the north end of Crystal City between Old Jefferson Davis Highway and Roaches Run Wildlife Sanctuary. The project will implement the initial phase of one of the primary elements of the North Tract Master Plan. The master plan, which was adopted by the County Board in 2004, provides a blueprint for development of this former industrial site into a 30-acre world-class park and recreational area.

The centerpiece project will be a state of the art aquatics, health and fitness center. The plan for this new facility was developed to serve the broadest spectrum of abilities and interests and to provide a comprehensive destination where members of all ages can participate in a variety of activities simultaneously.

Project Justification

The \$56 million in additional funding for Long Bridge continues the commitment that was made to and approved by voters in a \$50 million bond referendum in 2004.

The initial funding was for park amenities. The County plans to break ground in early 2009 on the first portion of development at Long Bridge Park. The amenities in the first phase of development will include three full size, lighted synthetic turf athletic fields, walking trails, esplanade, overlook, picnic areas, restrooms, and parking. The environmental remediation will be completed along with the renovation of Old Jefferson Davis Highway. Costs for this portion of the project are estimated to be \$32 million. Approximately \$18 million remains from the initial funding to fund a portion of the costs for the aquatic center.

The initial phase of the aquatic, 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 "beach" entry and free-form water play area will appeal to a wide range of users. In addition to aquatics, the first phase will include an indoor fitness area for cardiovascular equipment and weight training. The initial building phase included in this CIP does not include additional square footage for health and fitness equipment, meeting room spaces, site requirements and enhanced architecture, which were included in the latest design presented by the Task Force to the County Board in February 2006. The expanded alternative would add an additional \$20 million to the projected cost.

Long Bridge Aquatic Center

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	-	-	-	-	56,000	-	56,000
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	-	-	56,000	-	56,000

Notes on Cost Estimates

Costs are based on 2006 estimates for ten percent concept design and have been updated to reflect current costs and inflation.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	26,000	-	26,000
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	30,000	-	30,000
Total County Contribution	-	-	-	-	56,000	-	56,000

Notes on Funding Schedule

Bonds are proposed because the useful life of the project exceeds the term of the bond. Additional project funds will come from private resources through the Transfer of Development Rights (TDR's), as well as \$18 million in funding remaining from a \$50 million bond referendum approved by voters in 2004.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

Costs include program staff, utilities, building maintenance, and landscaping. A combination of staff and contract resources will be used. Operating costs anticipated to begin in FY2016.

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. WMATA, Arlington's largest regional partner, utilizes a three-tier strategy to maintain and expand the transportation system. The Infrastructure Renewal Program (IRP), the System Access/Capacity Program (SAP) and the System Expansion Program (SEP) comprise the WMATA CIP. The County's funding of METRO's capital programs supports the rehabilitation of the 30 year old system infrastructure.

Master Plan Impact

METRO Matters Capital Improvement 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 (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
METRO	15,500	17,200	17,200	16,000	11,500	7,100	84,500
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Recommendation	15,500	17,200	17,200	16,000	11,500	7,100	84,500

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding							
Total Outside Revenue	5,500	17,200	-	13,200	-	3,600	39,500
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	10,000		20,000		15,000		45,000
Total Funding Sources	15,500	17,200	20,000	13,200	15,000	1,600	84,500

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P& I)	-	700	890	2,392	2,746	3,974

CAPITAL CONTRIBUTION

CRITICAL MILESTONES

N/A

Project Description

In 2004, the WMATA Board of Directors prepared and received approval from the seven Contributing Jurisdictions that fund the WMATA system to implement a comprehensive 6 year Capital Improvement Program, know as the Metro Matters Program, to fund the highest priority capital needs of the regional transit system for the period FY 2006-FY2010. The Metro Matters (MM) Agreement sets funding priorities for system renewal and enhancement projects and activities for Metrorail and Metrobus and presents a financial plan to implement more than \$3 billion in projects over the six year period of the Agreement. The MM Agreement will be revisited in FY10 when the original agreement comes to a close. This new Agreement will be called "Beyond Metro Matters".

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 Infrastructure Renewal Program (IRP, the System Access/Capacity Program (SAP) and the System Expansion Program (SEP) comprise the WMATA CIP. Additionally, the METRO Matters capital program is a \$1.5 billion collection of critical system projects necessary to maintain and enhance the transportation system. A variety of capital projects and activities are included in the METRO Matters capital program including facility and system upgrades to support future eight car train operations, purchase of additional buses and support facilities. Some significant accomplishments have been made since the inception of this program: the eight car train initiative is on schedule with all lines having 50 percent eight car trains by the end of calendar 2008; the bus fleet age has improved from 10 to 7 years, the West Ox bus garage will open by mid FY 2009; and overdue escalator rebuilds, power system work and rail yard construction has been caught up.

Capital Contribution

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	-	-	-	-	-
Construction	15,500	17,200	17,200	16,000	11,500	7,100	84,500
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	15,500	17,200	17,200	16,000	11,500	7,100	84,500

Notes on Cost Estimates

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

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	5,500	17,200	-	13,200	-	3,600	39,500
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	5,500	17,200	-	13,200	-	3,600	39,500
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	10,000	-	20,000	-	15,000	-	45,000
Total County Contribution	10,000	-	20,000	-	15,000	-	45,000
Total Funding Sources	15,500	17,200	20,000	13,200	15,000	3,600	84,500

Notes on Funding Schedule

Bonds will be issued because the life of the project exceeds the term of the bond.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 for Arlington are anticipated.

Transportation & Pedestrian Initiatives

The 2009-2014 Capital Improvement Program represents a substantial increase in Transportation Funding, mainly from the newly adopted Transportation Investment Fund. It is, however, a plan which does not address all of the Transportation needs of the County. The recent overturn of the Northern Virginia Transportation Authority's taxing ability, combined with a sharp decline in state funds available for transportation, has left a substantial funding gap that cannot be addressed through local means alone. The program is therefore presented as an interim solution to provide guidance for the next two years with recognition that outside, regional and state funding will have to be restored or a large number of projects will have to be delayed beyond the funding horizon of the CIP.

In the past, the CIP has not detailed projects funded by federal and state revenue. Instead the CIP provided "Match Funds" which were flexibly used to leverage those funding sources, subject to guidance from the Board. In this CIP, additional information on individual projects is provided along with 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 able to put forward projects compatible with the state or federal funding available in any given year. This is because Transit funding may in some years have a higher state reimbursement rate than in others. In those years the Program can maximize reimbursement rates by flexibly tailoring its spending accordingly.

As summarized in the tables and pages that follow, the CIP presents a tentative project plan for expenditure of funds currently available to the County (commercial real estate tax, local bonds, and state transportation grant funding) in FY 2009 & 2010 assuming pay-as-you-go funding. The actual projects undertaken in those years may vary in order to maximize state reimbursement as described above. In FY 2011 - 2014, the funding amounts are also limited to currently available sources; no specific project prioritization has been identified. Specific project plans for the out-years will be developed as individual project planning & development occurs and as resolution of the NVTA funding issue becomes clear. In addition, leveraging will be evaluated as an option to accelerate projects. Detailed cost information on the full range of potential projects that could be funded in the out-years is included in the following pages for reference. It is again noted that the aggregate cost of these projects exceeds the funding sources currently available to the County.

6 Year Capital Program Costs (000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
Complete Streets	8,250	6,350					14,600
Transit	17,420	26,215					43,635
Neighborhood Transportation	1,475	1,570					3,045
Program Outyear Estimates			38,731	26,997	32,827	43,882	142,437
Total Program Cost	27,145	34,135	38,731	26,997	32,827	43,882	203,717

Program Funding Sources (000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
Revenue from the Commonwealth	7,152	11,620	6,633	3,258	4,150	7,370	40,183
Developer Contribution	-	-	6,260	-	-	10,860	17,120
Other Funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Transportation Investment Fund	19,043	22,215	22,538	23,439	24,377	25,352	136,964
PAYG	950	300	300	300	300	300	2,450
Bond Issue	-		3,000		4,000		7,000
Total Program Funding	27,145	34,135	38,731	26,997	32,827	43,882	203,717

Footnote:

The commercial real estate tax revenue which funds the Transportation Investment Fund is a resource for capital projects as well as a reserve, contingency and related operating projects such as program administration. As such, the Transportation Investment Fund revenues as presented in the CIP do not represent the total commercial real estate tax revenues but only those used towards capital projects.

The Transportation Investment Fund in FY 2011 includes \$10.6 million for the land acquisition and road improvements related to the Buckingham Village Redevelopment.

Transportation Investment Fund Fund Balance (000s)

	FY09	FY10
Beginning Balance:	-	5,427
Transportation Investment Fund Revenues FY 2008:	10,400	-
Transportation Investment Fund Revenues FY 2009:	20,800	-
Transportation Investment Fund Revenues FY 2010:	-	21,700
Less: Reserve:	2,500	-
Less: Program Admin:	830	870
Less: Debt Service	-	-
Less: Projects:	19,043	22,215
Less: Contingency:	3,400	4,000
Ending Balance	5,427	42
Reserve Balance	2,500	2,500

Footnote:

1. Reserve provides coverage should the County choose to use the fund to issue debt in the future.

2. Program Administration covers 6 FTEs in FY 09 and associated equipment.

3. Contingency provides a 10-20 percent contingency for the priority capital program, should project costs increase. It also includes funds for the Federal/State Match program to enable the County to leverage federal and state grants that often require matching local funds. Fund Balance as presented assumes contingency is spent in the current year, however, unexpended balances may be carried over to the following year.

Transportation Funding Plan (000s)

Program	Previous Funding	FY 09 (000s)				FY 10 (000s)				Funding Through 2010	Total Project Cost
		Trans Invest Fund	PAYG	State/Federal	Total FY 09	Trans Invest Fund	PAYG	State/Federal	Total FY 10		
Complete Streets											
Columbia Pike Streets	\$2,000	\$1,000	-	-	\$1,000	\$2,000	-	-	\$2,000	\$5,000	\$89,500
Pentagon City Hayes St. Multimodal Improvements	\$7,400	-	-	-	\$0	\$1,000	-	-	\$1,000	\$8,400	\$11,400
Rosslyn Area Street Improvements	-	-	-	-	\$0	-	-	-	-	-	TBD
Crystal City Clark/Bell and Crystal Drive Arterial Street Improvements	-	-	-	-	\$0	\$500	-	-	\$500	\$500	\$12,000
Ballston-Rosslyn Arterial Street Improvements: Wilson Boulevard/Clarendon Boulevard and Fairfax Drive	-	\$2,000	-	-	\$2,000	\$500	-	-	\$500	\$2,500	ongoing
Improvements to Major Travel Corridors Outside Principal Business Districts-Lee Highway, Washington Boulevard, Arlington Boulevard, Glebe Road Old Dominion Drive and George Mason Drive	\$450	\$2,300	-	-	\$2,300	-	-	-	-	\$2,750	ongoing
Wayfinding/Signage		\$300	\$500		\$800	\$300			\$300	\$1,100	ongoing
Transportation Systems and Traffic Signals	\$5,360	\$1,300	\$100	\$750	\$2,150	\$1,300		\$750	\$2,050	\$9,560	ongoing
TOTAL COMPLETE STREETS	\$15,210	\$6,900	\$600	\$750	\$8,250	\$5,600	-	\$750	\$6,350	\$29,810	\$112,900
Transit											
Rosslyn Metro Station Access Improvements	\$7,400	\$6,550	-	\$3,950	\$10,500	\$12,685	-	\$7,500	\$20,185	\$38,085	\$41,000
Ballston-MU West Entrance	\$18,000	-	-	-	-	-	-	-	-	\$18,000	\$62,000
Columbia Pike Streetcar	-	\$1,000	-	\$500	\$1,500	\$1,000	-	\$500	\$1,500	\$3,000	\$138,000
Crystal City - Potomac Yard Transitway	\$7,200	\$480	-	\$342	\$822	\$2,410	-	\$918	\$3,328	\$11,350	\$13,600
ART Fleet	-	\$3,798	-	\$750	\$4,548	-	-	\$742	\$742	\$5,290	\$12,000
ART House	\$1,500	-	-	-	-	-	-	\$200	\$200	\$1,700	\$3,500
Bus Stop and Shelter Program	\$750	-	\$50	-	\$50	\$100	-	\$30	\$130	\$930	\$1,400
Transit ITS	-	-	-	-	-	\$100	-	\$30	\$130	\$130	\$130
Columbia Pike Superstops	\$3,550	-	-	-	-	-	-	-	-	\$3,550	\$3,550
Columbia Pike ITS	\$600	-	-	-	-	-	-	-	-	\$600	\$500
Pentagon City Tunnel	\$500	-	-	-	-	-	-	-	-	\$500	\$500
Pentagon City Elevator	\$5,000	-	-	-	-	-	-	-	-	\$5,000	\$8,000
TOTAL TRANSIT	\$44,500	\$11,828	\$50	\$5,542	\$17,420	\$16,295	-	\$9,920	\$26,215	\$88,135	\$276,180
WALKArlington, Bike Arlington, Neighborhood Traffic Calming											
WALK - Arterial Corridor Sidewalk Upgrade	-	\$250	-	\$200	\$450	\$250	-	\$220	\$470	\$920	\$3,920
WALK - Transit Access Improvements	-	-	-	-	\$0	-	-	-	-	-	\$4,864
WALK - Safe Routes to School	-	-	-	\$200	\$200	-	-	\$220	\$220	\$420	\$2,483
WALK - Stand Alone Upgrades	-	\$50	-	-	\$50	\$55	-	-	\$55	\$105	\$1,093
Neighborhood Traffic Calming (NTC)	-	-	\$300	-	\$300	-	\$300	-	\$300	\$600	\$4,000
Bike - Multi-Use Trail Construction	-	-	-	\$400	\$400	-	-	\$400	\$400	\$800	\$2,000
Bike - Trail Renovation/Safety Improvements	-	-	-	-	\$0	-	-	\$50	\$50	\$50	\$400
Bike Lanes and Bike Routes	-	-	-	\$60	\$60	-	-	\$60	\$60	\$120	\$270
Bicycle Parking	-	\$15	-	-	\$15	\$15	-	-	\$15	\$30	\$90
TOTAL Pedestrian and Trails	-	\$315	\$300	\$860	\$1,475	\$320	\$300	\$950	\$1,570	\$3,045	\$19,120
TOTAL CIP PROGRAMS	\$59,710	\$19,043	\$950	\$7,152	\$27,145	\$22,215	\$300	\$11,620	\$34,135	\$120,990	\$408,200

FY 2009 CIP CALENDAR

JANUARY

- FY 2009 – FY 2014 Capital Improvement Program (CIP) staff kick-off

FEBRUARY

- County Manager presents FY 2009 PAYG Budget to the County Board

FEBRUARY/APRIL

- Departments submit FY 2009 – FY 2014 CIP recommendations to the County Manager's Office
- CIP Task Force meets to discuss programs presented by each Department
- County Board holds a public hearing on the proposed FY 2009 County Manager budget, including the PAYG budget

MARCH

- County Board holds budget work sessions on PAYG and operating budget with County departments and the Fiscal Affairs Advisory Commission to review the proposed FY 2009 Budget

APRIL

- County Board adopts FY 2009 Budget, PAYG Capital and Appropriations Resolutions for the County government and the public schools

MAY

- County Manager submits FY 2009 – FY 2014 Proposed CIP to the County Board
- Various boards and commissions review the FY 2009 – FY 2014 Proposed CIP
- County Board worksessions on CIP and Transportation
- Superintendent submits FY 2009 – FY 2014 Proposed CIP to the School Board
- School Board holds a public hearing on the Superintendent's Proposed FY 2009 – FY 2014 CIP

JUNE

- County Board holds a public hearing on the County Manager's Proposed FY 2009 – FY 2014 CIP
- Joint County Board and School Board worksession on CIP
- School Board adopts the School's FY 2009 – FY 2014 CIP

JULY

- County Board adopts the FY 2009 – FY 2014 CIP
- County Board approves Bond Referendum Resolutions and the language to be inserted on the ballot for the fall General Election.

COMPLETE ARLINGTON STREETS

Program Description

In November, 2007, the County Board adopted the Master Transportation Plan (MTP) Goals and Policies document and MTP map. One of the three general policies that form the plan's foundation is to "support the design and operation of complete streets." This CIP category, formed primarily, but not exclusively, from the former Arterials 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 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 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Columbia Pike Complete Streets	1,000	2,000					3,000
Pentagon City; Hayes Street Corridor Improvements		1,000					1,000
Rosslyn Area Multimodal Improvements	-	-					-
Crystal City Street Improvements		500					500
Ballston-Rosslyn Arterial Street Improvements	2,000	500					1,250
Improvements to Major Travel Corridors Outside Principal Business Districts	2,300	-					4,300
Wayfinding Signage	800	300					1,100
Transportation Systems and Traffic Signals	2,150	2,050					4,200
Total Recommendation	8,250	6,350					15,350

Footnote: Due to the fluid nature of federal and state Transportation funding, programs and projects will be subject to annual allocation of funds by the County Board. The allocations will maximize the use of available resources and enable the Transportation Investment Fund to flexibly respond to current conditions.

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

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	750	750					1,500
Developer Contribution	-	-					-
Other Funding	-	-					-
Transportation Investment Fund	6,900	5,600					13,250
Commonwealth Loan Funds	-	-					-
Master Lease	-	-					-
PAYG	600	-					600
Bond Issue	-	-					-
Total Funding Sources	8,250	6,350					15,350

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

Bond Financing Cost (P& I)	0	0	0	0	0	0	0
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COLUMBIA PIKE COMPLETE STREETS

CRITICAL MILESTONES

<i>Design Initiation</i>	Fall 2008
<i>Design Completion</i>	Spring 2010
<i>Construction Initiation</i>	Summer 2012
<i>Construction Completion</i>	Summer 2015
<i>Project Completion</i>	Fall 2015

Project Description

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 Master Plan:

Master Transportation Plan, Transit Master Plan

Neighborhood:

Regional Impact

Advisory Commission:

Transportation Commission

ENTIRE LENGTH OF COLUMBIA PIKE IN ARLINGTON

Project Strategic Goal

This corridor is a focus of commercial /retail activity, serves as South Arlington's Main Street and provides 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. Pedestrian access between commercial establishments and transit is fair to poor. This reconstruction will improve traffic and transit operations and will support increasing the transit capacity to over 25,000 per weekday.

Project Justification

This project is necessary to accommodate current and future transit operations along this vital transit corridor and 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 Costs and Funding Sources

Total Project Cost: \$89.5 million

The project has existing federal secondary aid and local match in the amount of \$2.0 million. Additional Transit Investment Fund, regional, state and federal funding will be needed to complete this project. The project is anticipated to require funding beyond FY 2014.

PENTAGON CITY; HAYES STREET CORRIDOR IMPROVEMENTS

CRITICAL MILESTONES

<i>Design Initiation</i>	Fall 2008
<i>Design Completion</i>	Spring 2010
<i>Construction Initiation</i>	Fall 2010
<i>Construction Completion</i>	Fall 2012
<i>Project Completion</i>	Spring 2013

Project Description

This project improves multimodal transportation for bus and rail passengers, private shuttle pick-ups/drop-offs, tour bus access/parking, pedestrians, bicyclists, traffic circulation, on-street parking, taxi parking, streetscape, and traffic signals in the Pentagon City area. Implementation and construction of planned multimodal improvements includes: improving the bus transfer stops and circulation; installing signature canopy styled bus shelters; installing pedestrian/passenger amenities; improving traffic turning movements; installing signal improvements; providing designated areas for kiss-and-ride, shuttles, taxi service, and tour buses; installing ITS technologies; and improving the streetscape with better lighting and landscaping.

Associated Master Plan:

Master Transportation Plan, Transit Master Plan

Neighborhood:

Regional Impact

Advisory Commission:

Transportation Commission

Project Strategic Goal

Hayes Street is a major arterial street that carries over 22,000 vehicles per day and services as a major surface transit and tour bus hub for Arlington. The Pentagon City Metrorail Station has the 2nd highest ridership in Virginia, handling over 33,000 passenger boardings and alightings on an average weekday. The streets and intersections in this corridor have deteriorated given heavy use and need to be reconstructed to handle increased use in the future. The Hayes Street Corridor is the front door to Arlington's largest concentration of retail and is a place that many visitors to Arlington experience. It is also the location of major redevelopment with the filing of the Pentagon Center site plan and PDSP.

Project Justification

Pentagon City is the location of one of two major transfer facilities for transit in the I-395 corridor, the Pentagon City Metro Station. The Pentagon City Station has a strategic role in supporting transit operations in the event that Pentagon Station is overloaded or closed due to an event or is inaccessible because of security. Pentagon City also houses the workforce of several federal agencies, including the Transportation Security Administration (TSA) of the Department of Homeland Security, the U.S. Marshall's Service, and the Drug Enforcement Administration (DEA) as well as several government contractors, such as RAND. Pentagon City is also the location of a major regional retail center and several high density residential developments.

Associated Costs and Funding Sources

Total Project Cost: \$11.5 million

The project has existing federal secondary aid and local match in the amount of \$7.5 million. Additional Transit Investment Fund, regional, state and federal funding will be needed 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

Commercial Districts:

North Rosslyn, North Highland, Radnor/Fort Myer Heights

Advisory Commission:

Transportation Commission

Project Strategic Goal

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. The transportation system in Rosslyn will need to accommodate 14,000 additional workers and thousands of additional hotel guests and residents by 2030. 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. 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

As Rosslyn redevelops, new offices, hotels, residences and shops are being constructed. The Waterview complex was recently completed and Turnberry Tower 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. Most of the additional travel generated by the new development will be accommodated by means other than single-occupant vehicles. 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, state and regional funding if appropriate. The project anticipated to require funding beyond FY 2014.

CRYSTAL CITY STREET IMPROVEMENTS

CRITICAL MILESTONES

<i>Design Initiation</i>	Summer 2010
<i>Design Completion</i>	Fall 2012
<i>Construction Initiation</i>	Spring 2013
<i>Construction Completion</i>	Spring 2015
<i>Project Completion</i>	Summer 2015

Project Description

Clark/Bell and Crystal Drive was originally a one way pair and over time certain sections were converted to two-way traffic operations. Clark/Bell is also very close to Jefferson Davis Highway (US Route 1) and this affects traffic operations because there is insufficient stacking at various intersections. These streets currently do not work for pedestrians, bicycles or vehicles. The redevelopment plan calls for moving Clark/Bell Street 150 feet to the east in order for more separation from Jefferson Davis Highway. This will start to lay out an equal grid pattern of streets. The streets will also be converted to two-way street traffic operations with adequate parking and pedestrian facilities.

Associated Master Plan:

Master Transportation Plan

Commercial Districts:

Aurora Highlands, Pentagon City

Advisory Commission:

Transportation Commission

CLARK, BELL AND CRYSTAL DRIVE

Project Strategic Goal

Crystal City is a major business center in the County with over 36,000 office employees, 4, 000 hotel visitors and 13,000 residents. This area has been affected by a confluence of factors: the Base Realignment and Closure Act (BRAC), aging and in some cases functionally obsolete buildings, and a suboptimal system of streets, sidewalks and other infrastructure. Arlington has partnered with the business community and residents to re-plan Crystal City to create a vibrant and economically sound mixed use district. Current draft plans call for a 64% increase in development density with an associated increase of over 19,000 office workers, 14,000 residents and 1,800 hotel visitors. This draft plan is dependent upon rebuilding parts of the street network and redevelopment occurs. Crystal Drive and Clark Bell are the only north-south arterial streets that serve the Crystal City business district east of Route 1. These streets carry over 15,000 vehicles per day and also support local and regional transit service and numerous walking trips. Given current redevelopment plans, a 50% increase in person-trip-making is expected by 2030.

Project Justification

The County is in the process of replanning Crystal City from a 1970's office park into a modern mixed-use development using transit as the spine and walkability as the key to mobility. The demographics are changing with many Federal contractor and government sector jobs being relocated under BRAC and this is an opportunity to redefine and refocus Crystal City from an auto dominate community to a pedestrian and transit friendly community on the Metro core. Many elements are in place and the major land holders are working with the County for the plan to be implemented. Moving Clark/Bell Street 150 feet to the east will allow redevelopment along Jeff Davis Highway and Clark/Bell can be repositioned between to become a vital, active street.

Associated Costs and Funding Sources

Total Project Cost: \$12.0 million (planning estimate)

Once the Crystal City 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, state and regional funding if appropriate. The project anticipated to require funding beyond FY 2014.

BALLSTON-ROSSLYN ARTERIAL STREET IMPROVEMENTS

CRITICAL MILESTONES

All Phases

Ongoing Program

Project Description

Projects include improved intersection geometry, updated traffic signals, bike lanes, new signage and striping, utility undergrounding, ADA compliant clear zone sidewalks and crosswalks, new streetlights, street trees, modern bus facilities and are designed with consideration to incorporate artistic elements. Projects are located on Clarendon Blvd, Wilson Blvd, Clarendon Circle, Fairfax Drive and nearby intersecting streets.

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

WILSON BOULEVARD, CLARENDON BOULEVARD AND FAIRFAX DRIVE

Project Strategic Goal

These multi-year investment projects will improve the functionality of travel by all modes and address a major infrastructure gap that has not been provided by private development or is anticipated to be part of future development within the next 10 years. Projects 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.

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 the Master Transportation Plan and implement the most current design and safety standards. 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. This program will implement projects to upgrade physical conditions along sections of the Rosslyn-Ballston corridor in most critical need for improvement.

Associated Costs and Funding Sources

Total Project Cost: Ongoing Program

This set of projects will be funded with a combination of Transportation Investment Funds, as well as regional and state funding, and federal monies as appropriate. Projects are anticipated to require funding beyond FY 2014.

IMPROVEMENTS TO MAJOR TRAVEL CORRIDORS OUTSIDE PRINCIPAL BUSINESS DISTRICTS

FY2009 – FY2014 CIP

CRITICAL MILESTONES

All Phases

Ongoing Program

Project Description

This project will provide construction of left-turn lanes at N. Glebe Road/Lee Hwy intersection, installation of fiber optic lines for the traffic signal communication system in selected corridors and, installation of transit priority and emergency vehicle preemption on the Lee Highway corridor. It will also include construction of the second phase of the Wilson Boulevard Arterial Traffic Management (ATM) project and, design and construction of transit stop and 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 travel for Arlington residents and commuters traveling to Arlington. The projects will improve access in the business districts where many small retail centers are located. This program will enhance the overall performance of these corridors through selective improvements such as new turn lanes and signals as well as enable more efficient bus service and improve accessibility for pedestrians and bicyclists.

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 travel 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: Ongoing Program

This set of projects will be funded with a combination of Transportation Investment Funds, as well as regional and state funding, and federal monies as appropriate. Projects are anticipated to require funding beyond FY 2014. The initial priority projects in this program have existing state revenue sharing funding and local match in the amount of \$450,000.

WAYFINDING SIGNAGE

CRITICAL MILESTONES

<i>CB approves sign plan</i>	May 2008
<i>Parking Study complete</i>	December 2008
<i>Signs installed in RB</i>	June 2008
<i>Multi-space meters in RB</i>	December 2009
<i>All signs & MS installed</i>	December 2011

Project Description

This project involves redesigning the County's sign system including vehicular, pedestrian/bike and parking signs. It includes surveying the sign locations, fabricating the signs, installing and maintaining them. It also includes the cost of sign replacement, which occurs as signs are damaged and as new facilities are built to which visitors need directions. Curbside management development and an implementation plan along with the change over from a single space parking meter system to a multi-space parking meter system are also included

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Clarendon Alliance, Ballston-VA Square Partnership, Crystal City BID

Advisory Commission:

Transportation, Pedestrian, Arts

COUNTY-WIDE

Project Strategic Goal

Many of our current wayfinding signs are in disrepair and outdated due to changes in the County over the past ten years. The County also needs to better manage the curb and streets layout to accommodate the various users as effectively as possible.

Project Justification

As Arlington becomes a denser working and living environment, it's critical that we 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. We must also manage the parking spaces with meters that work efficiently and provide the County with important occupancy and revenue data.

Associated Costs and Funding Sources

Total Project Cost: Ongoing Program

This program will be necessary on an ongoing basis as new facilities are built and wayfinding, signage and curbside management needs in our commercial corridors evolve. As such, funding will be needed on an annual basis. Funding is anticipated to come from the Transportation Investment Fund.

TRANSPORTATION SYSTEMS AND TRAFFIC SIGNALS

CRITICAL MILESTONES

All Phases

Ongoing Program

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:

Neighborhood:

Advisory Commission:

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 275 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. 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 Transportation Operations 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 areas of active Traffic Management and Emergency/Incident Management the systems used to support these initiatives need to be updated. The upkeep of these systems is necessary to support our approximately 275 traffic signals, 70 school flashers, 75 CCTV Cameras, Variable Message Signs, Traffic Sensors, and parking management systems.

Associated Costs and Funding Sources

Total Project Cost: Ongoing Program

This is an ongoing program as we continue to upgrade and improve the County's Transportation Operations and Management systems. The program has existing federal CMAQ & RSTP funding in the amount of \$960,000. It is anticipated to be funding through a combination of Transportation Investment Funds, federal funding, and other local funding as appropriate. This project is anticipated to require funding beyond FY 2014.

ARLINGTON TRANSIT

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: the Columbia Pike Streetcar and the Crystal City Potomac Yard Transitway. The local transit system, ART, also has projects to upgrade the fleet, add on-site CNG fueling and a light maintenance facility to the ART House, improve bus stops and shelters, and deploy 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 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Rosslyn Station Access Improvements	10,500	20,185					30,685
Ballston-MU Station West Entrance	-	-					-
Columbia Pike Streetcar	1,500	1,500					3,000
Crystal City Potomac Yard Transitway	822	3,328					4,150
ART Fleet	4,548	742					5,290
ART House	-	200					200
Bus Stop & Shelter Program	50	130					180
Transit ITS	-	130					130
Columbia Pike Super Stops	-	-					-
Columbia Pike ITS	-	-					-
Pentagon City Pedestrian Tunnel Restoration	-	-					-
Pentagon City Station Elevator	-	-					-
-	-	-					-
Total Program Cost	17,420	26,215					43,635

Footnote: Due to the fluid nature of federal and state Transportation funding, programs and projects will be subject to annual allocation of funds by the County Board. The allocations will maximize the use of available resources and enable the Transportation Investment Fund to flexibly respond to current conditions.

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

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	5,542	9,920					15,462
Developer Contribution	-	-					-
Other funding	-	-					-
Transportation Investment Fund	11,828	16,295					28,123
Commonwealth Loan Funds	-	-					-
Master Lease	-	-					-
PAYG	50	-					50
Bond Issue	-	-					-
Total Funding Sources	17,420	26,215					43,635

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

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	0	0	0	0	0	0

ROSSLYN STATION ACCESS IMPROVEMENTS

CRITICAL MILESTONES

<i>Complete Design and Bid Documents</i>	September 2008
<i>Award Contract</i>	January 2009
<i>Begin Construction</i>	April 2009
<i>Open New Entrance</i>	2011

Project Description

This project includes the design and construction of three new high speed, 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 on North Moore Street across from the entrance to the Metro station.

Associated Master Plan:

Master Transportation Plan
Rosslyn Sector Plan

Neighborhood:

Rosslyn, North Rosslyn

Advisory Commission:

Transit Advisory Committee
Transportation Commission

CENTRAL PLACE PLAZA BETWEEN N. MOORE & N. LYNN STREETS

Project Strategic Goal

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 is constructed and opened by the date that the office building of Central Place opens. The additional access capacity to the station is needed to support the approved higher density of Central Place and other developments. 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 can 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 office building, residential tower, and retail/commercial outlets, as well as neighboring properties.

Associated Costs and Funding Sources

Total Project Cost: \$41 million

Local, state, and federal funding totaling \$3,817,869 have been secured and approved by the County Board for design. Two developers have committed \$5,000,000 toward the construction costs. Also \$3,562,000 in Federal Secondary Aid funds and local match are available for construction pending obligation by the Federal Transit Administration. A USDOT Congestion Relief grant application for \$10,460,000 is pending determination. The remainder of the funding for construction will come from the local Transportation Investment Fund, the state capital formula reimbursement fund, and other local, state, and federal sources to be determined. Operating and maintenance costs for the new entrance will be part of the Metrorail regionally allocated operating subsidy.

BALLSTON-MU STATION WEST ENTRANCE

CRITICAL MILESTONES

<i>Complete Design</i>	On Hold
<i>Groundbreaking</i>	TBD
<i>Complete Construction</i>	TBD

Project Description

The approved access improvement plan for the Ballston-MU station includes a new entrance at the west end of the station to provide easier access from the Glebe Road area and growing development in the western part of Ballston; this new entrance will be located at the intersection of N. Fairfax Drive and N. Vermont Street and will include two street level elevators and escalators connecting to an underground passageway and new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines, and an attended kiosk. The West Entrance project is on indefinite hold because it is tied to a developer's approved redevelopment project which is on indefinite hold due to market conditions.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Bluemont, Ballston-Virginia Square

Advisory Commission:

Transit Advisory Committee
Transportation Commission

INTERSECTION OF NORTH FAIRFAX DRIVE AND NORTH VERMONT STREET

Project Strategic Goal

A new 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.

Project Justification

A west entrance will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive as well as adjacent neighborhoods west of Ballston. The County's 1998 Ballston Metro Access Study projected an increase in patronage from approximately 21,300 to 36,500 by 2010 due to planned development in the area and assuming a west entrance. An estimated 38%, or roughly 14,160 weekday entries and exits, of the projected daily patronage will use the west entrance. Today the current entrance located at the east end of the station handles an average of about 24,000 entries and exits per weekday.

As part of an approved site plan amendment, the developer agreed to design and partially construct the west entrance to the Ballston-MU station in parallel with the design and construction of the developer's high density residential building at 4400 N. Fairfax Drive known as the Fairmont Project. This parallel effort will significantly reduce the County's cost of excavating and constructing the west entrance. In June of 2006, the developer postponed indefinitely its residential development due to market conditions and as such put the west entrance on indefinite hold.

Associated Costs and Funding Sources

Total Project Cost: \$62 million*

*Project is anticipated to require funding beyond FY 2014.

The projected cost during the 6-year CIP is \$46 million.

Available funding for this project includes a developer's contribution of \$10.87 million set by the approved site plan conditions. Two Regional Surface Transportation Program (RSTP) grants of \$1 million each are also available. Local Transportation Investment Funds along with other local, state, and federal sources to be determined will be needed to cover the balance. All new operating and maintenance costs will be part of the Metrorail regionally allocated operating subsidy.

COLUMBIA PIKE STREETCAR

CRITICAL MILESTONES

<i>Scoping Meetings</i>	September 2008
<i>Draft Environmental Analysis; 30% design</i>	January 2010
<i>Construction Documents</i>	TBD
<i>Groundbreaking</i>	TBD

Project Description

As a result of a detail alternative analysis, the County Boards for Arlington and Fairfax have approved a preferred alternative which will deploy a contemporary streetcar to connect Skyline in Bailey's Crossroads area of Fairfax through the Columbia Pike corridor to the Pentagon City Metrorail station. The project includes construction of streetcar railway primarily in the curb lanes in each direction, power control and communication systems, and a maintenance facility. The project also includes the purchase of 11 streetcar vehicles.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Columbia Heights West, Columbia Forest, Barcroft, Alcova Heights, Douglas Park, Arlington Heights, Columbia Heights, Penrose

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. Columbia Pike today is the most heavily utilized bus transit corridor in Northern Virginia. With the redevelopment of Columbia Pike in Arlington and the Bailey's Crossroad area of Fairfax County, there is a critical need for enhanced transit service along the corridor with a connection to the existing Metrorail system.

Project Justification

After a lengthy community based planning process, the County adopted a plan to redevelop the Columbia Pike Corridor as a Community Mainstreet utilizing a form based code. The Columbia Streetcar project will support the County's plan to redevelop Columbia Pike as a Community Mainstreet and provide enhanced transit service to current and future residents, employees and visitors.

Associated Costs and Funding Sources

Total Project Cost: \$138 million*

*Project is anticipated to require funding beyond FY 2014.

The projected cost during the 6-year CIP is \$75.5 million.

The project cost is for Arlington's portion of the environmental analysis, engineering, design, construction, and vehicles costs for the Columbia Pike Streetcar project. Presently, funds have not been secured for this project. Financial support for this project will be sought from State bonds, local bonds, the local Transportation Investment Fund, and federal sources.

CRYSTAL CITY POTOMAC YARD TRANSITWAY

CRITICAL MILESTONES

<i>Complete Design and Bid Documents</i>	March 2009
<i>Award Contract</i>	June 2009
<i>Begin Construction</i>	July 2009
<i>Complete Construction</i>	Summer 2010

Project Description

This project will implement a transitway with dedicated bus lanes and stations from Arlington's Potomac Yard through Crystal City initially connecting to the Crystal City Metro station. Ultimately the transitway will extend from the Pentagon and Pentagon City Metro stations in Arlington to the Braddock Road Metro station in Alexandria.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Potomac Yard, Crystal City

Advisory Commission:

Transit Advisory Committee
Transportation Commission

CRYSTAL CITY AND POTOMAC YARD IN ARLINGTON

Project Strategic Goal

Provide frequent, rapid bus service for new high-density, transit-oriented development occurring in Potomac Yard and Crystal City and provide a more direct, convenient connection to the Crystal City Metrorail station and the VRE commuter rail station, and eventually to the Pentagon City and Pentagon Metro stations in Arlington and the Braddock Road Metro station in Alexandria

Project Justification

The US Route 1 corridor is among the most congested in the Washington region. With the new development in Potomac Yard and the redevelopment of Crystal City in response to the most recent BRAC recommendations, this corridor will experience significant new growth and potential congestion. Projections suggest that by 2015 the corridor will experience an addition of 22,000 new jobs and 11,000 new residents. With little if any space for new roadway capacity, new transit service is absolutely essential to the future economic vitality of the area. In addition to these local benefits, the Crystal City Potomac Yard Transitway will provide numerous regional benefits. The new transit service will reduce automobile use and vehicle emissions, and also provide an alternative to the heavily utilized Metrorail Blue and Yellow lines, which will help extend that system's useful life.

Associated Costs and Funding Sources

Total Project Cost: \$13.6 million (includes station fit-out)

The project cost is for the design and construction of the initial section from the city/county line to the Crystal City Metro Station. The project has a mix of federal grants and local and state matching funds as well as private sector contributions. Available funds total approximately \$7 million and include approximately \$1.2 million in developer contributions and Transportation Management Organization (TMO) contributions. Proposed funding sources to cover the funding gap of \$6.6 million are the local Transportation Investment Fund and the state capital formula reimbursement fund.

No additional bus operating costs are expected once the initial Transitway section is operable. The current WMATA Route 9S, which serves the same area in regular traffic lanes, will run at the same frequency and span of service on the exclusive Transitway. The incremental cost to clean and maintain the new Transitway stations will be determined during final design and included in the County's transit operating budget.

ART FLEET

CRITICAL MILESTONES

<i>Order 12 Buses</i>	June 2008
<i>Receive 12 Buses</i>	Spring 2009
<i>Ongoing bus purchases</i>	annual

Project Description

Over the six-year CIP period, ART would obtain 25 35' buses, and 17 27' buses, all clean-fuel, full-accessible low-floor durable vehicles.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Throughout County

Advisory Commission:

Transit Advisory Committee
Transportation Commission

THROUGHOUT COUNTY

Project Strategic Goal

Replacing older light-duty vehicles with heavy-duty, low floor transit buses will significantly improve the reliability, accessibility and the seating capacity of ART service. Heavy duty vehicles have already been procured for three of the ten weekday ART routes. Additional ART vehicles are needed to replace more expensive Metrobus routes operating entirely within Arlington County as well as to add new services connecting Shirlington, other urban villages and employment centers with the Primary Transit Network (PNT)

Project Justification

The current ART fleet includes 8 low-floor heavy-duty transit buses and 27 older vehicles with severe reliability and accessibility issues. This project will replace all of the older vehicles by FY 12 and allow fleet expansion. Fleet expansion is needed to improve frequency and span of service on existing routes; maintain the 15 minute schedule on ART 41 during peak periods (late FY 08); extend Route 51 to an unserved low-income neighborhood (late FY 08); extend Route 62 to Marymount University (FY 12); extend Route 75 service to Shirlington and add midday and Saturday operations by FY 09); create a new Route 77 connecting Shirlington and Clarendon and Courthouse (FY 09 -10 with improved service frequencies in FY 12); create a new Route 78 connecting Crystal City, Arlington Hall and Ballston Metro (FY 09-10); create a new route 79 connecting Pentagon City, North Tract and Crystal City (FY 09), and take over WMATA Routes 22A (FY 14), 22B (FY 09, combining with Route 82), and 24P (FY 14) to reduce overall transit operating costs.

Associated Costs & Funding Sources

Total Project Cost: \$12.0 million

The ART fleet replacement/expansion program is unfunded. Funding sources include federal grants, state bonds, state capital formula reimbursement funds, and local funds secured through either lease agreements or the Transportation Investment Fund. County staff submitted a grant application to the USDOT Congestion Relief Program for \$4,792,968 at an 80 percent federal and 20 percent local funding ratio. The application is pending determination. The addition of new, larger buses will increase the County's transit operating budget.

ART HOUSE

CRITICAL MILESTONES

<i>Complete Site Design</i>	August 2008
<i>Award Contract</i>	September 2008
<i>Complete Construction</i>	January 2009

Project Description

This phase of the project will result in storm water, waste water and utility improvements to the site, including CNG fueling capability. Subsequent improvements will include installation of a temporary structure for daily cleaning, washing and light maintenance.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Potomac Yard, Arlington Ridge, Aurora Highlands

Advisory Commission:

Transit Advisory Committee
Transportation Commission

S. EADS STREET AND 32ND STREET SOUTH

Project Strategic Goal

The ART House site is the administrative and operations center for Arlington's local transit service. The proposed improvements will provide the means to complete daily cleaning, washing, and maintenance of the fleet on site.

Project Justification

The County's local bus service ART Fleet Management Plan will replace the existing fleet of smaller, light-duty vehicles with larger, heavy duty, low floor buses that use CNG or other clean alternative fuels. The addition of a new light maintenance and wash facility and a slow fill fueling capability will reduce maintenance cost and improve fleet management capabilities.

Associated Costs & Funding Sources

Total Project Cost: \$3.5 million

Of the total amount required, \$1,500,000 remains from the previous bond sale and \$500,000 is anticipated to be secured through the state capital formula reimbursement funds. The balance will need to be covered by the local Transportation Investment Fund. The expanded facility will result in a marginal increase in ART House operating costs, which will be determined during the design of this next phase of the site development and which will be included in subsequent operating budgets for the County's transit program.

BUS STOP & SHELTER PROGRAM

CRITICAL MILESTONES

<i>Complete</i>	June 2008
<i>Environmental</i>	
<i>Complete Design</i>	December 2008
<i>Begin Construction</i>	Spring 2009

Project Description

This program will provide bus shelters, pads, benches, other amenities, improved safety and accessibility with better pedestrian connections at stops along bus routes that form the Secondary Transit Network connecting neighborhoods, community facilities, and urban centers, such as Shirlington, with the Primary Transit Network.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Throughout County

Advisory Commission:

Transit Advisory Committee
Transportation Commission

COUNTY-WIDE

Project Strategic Goal

This is an ongoing program to provide improved pedestrian access and amenities at bus stops throughout the County.

Project Justification

The mission for ART bus services includes the Secondary Transit Network through which neighborhoods and community centers are connected with the Primary Transit Network. This network connectivity allows more travel options for more Arlington residents, reducing automobile dependence and use for essential and discretionary travel. Improving the safety, accessibility, and comfort of transit stops with shelters and other amenities will further encourage greater transit use. The County previously commissioned a bus stop study, which was utilized to inventory stops and to establish criteria for setting priorities for improvements. Based on criteria such as boardings and alightings, accessibility, and location to primary destinations, the County established a set of priority stops. This program will address those stops along the Secondary Transit Network. Stops along the Primary Transit Network will be improved in conjunction with the Complete Streets program.

Associated Costs and Funding Sources

Total Project Cost: \$1.4 million

The County has an existing grant of \$800,000 which is being used for planning and design of the improvements to priority stop locations. The funding gap totals \$600,000. Future funding sources include local funds and state capital formula reimbursement funds. Local funds could be used to match future federal grants. The addition of bus shelters and other bus stop amenities throughout the County will result in an incremental increase in maintenance costs, which will be included the County's transit operating budget.

TRANSIT ITS

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

Neighborhood:

County-wide

Advisory Commission:

Transit Advisory Committee
Transportation Commission

THROUGHOUT COUNTY

Project Strategic Goal

Arlington Transit is currently developing a proof of concept Intelligent Transportation System 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.

Project Justification

Transit vehicles operate along congested primary and secondary roadways. The transit ITS program will improve reliability and performance allowing vehicle 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: \$0.130 million per year (ongoing program)

At present, this project is unfunded.

COLUMBIA PIKE SUPER STOPS

CRITICAL MILESTONES

<i>Environmental Assessment</i>	Fall 08 (FY09)
<i>Begin Construction</i>	Spring 2009

Project Description

Super Stops are larger, architect-designed bus shelters with the following proposed passenger amenities: electronic and printed information, maps for bus routes and areas; wireless access to information such as cell, PDA, web “Hot Zone”; ample seating, enhanced lighting and new security features; vendor corrals, improved landscape, sidewalks, curb and gutter. This initial project will build three prototype Super Stops. Ultimately a total of 22 Super Stops shelters at 11 locations along Columbia Pike have been identified, which includes stops westbound and eastbound at these intersections: Greenbrier, Dinwiddie, Buchanan, George Mason, Oakland, Glebe, Walter Reed, Barton, Courthouse, Scott, and Orme.

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 Pike Revitalization Organization

Advisory Commission:

Transit Advisory Committee
Transportation Commission

COLUMBIA PIKE

Project Strategic Goal

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 services branded as the "Pike Ride" program.

Project Justification

The Pike Ride initiative calls for enhanced transit services, which now serves approximately 14,000 bus passengers trips a day. Streetscape improvements, new traffic signals and pedestrian crossings are being completed to allow safer access to transit. The Super Stops project will provide improved shelter and increased seating, real time schedule information, wireless zones for personal computers, enhanced lighting, heating and other safety features.

Associated Costs and Funding Sources

Total Project Cost: \$3.55 million

The estimated project cost is for the construction of three prototype Super Stops. Federal Highway Administration federal secondary aid and local bonds (\$2.84M and \$710,000 respectively) are the sources of funding of the Super Stops prototypes. There will be a marginal increase in associated operating and maintenance costs for the stops which will be covered by the County's transit operating budget.

COLUMBIA PIKE ITS

CRITICAL MILESTONES

<i>Award Contract</i>	July 2008
<i>Complete Design</i>	Fall 2008
<i>Begin Installation</i>	Spring 2009

Project Description

The project will design and deploy a high speed transit bus communications system utilizing mobile and stationary sources along the Columbia Pike. The communications network will be connected to a transit operations control center, co-housed with the County's signal control center. The communications system will be used to provide real time travel information to customers, to control signal systems, and transit operations. As an additional feature, the system will allow for video communications between the vehicles and the control center to monitor or respond to safety incidents as may be necessary.

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 Pike Revitalization Organization

Advisory Commission:

Transit Advisory Committee
Transportation Commission

COLUMBIA PIKE

Project Strategic Goal

This is a proof of concept demonstration project for a high speed transit bus communications system for transit "Pike Ride" services along Columbia Pike to improve performance and safety.

Project Justification

The Pike Ride initiative calls for enhanced transit services, which now serves approximately 14,000 bus passengers trips a day. Streetscape improvements, new traffic signals and pedestrian crossings are being completed to allow safer access to transit. The Super Stops project will provide improved shelter and increased seating, real time schedule information, wireless zones for personal computers, enhanced lighting, heating and other safety features. The Columbia Pike ITS project will be integrated into the bus service to enhance operations and into the Super Stops to improve real time information for passengers. Wireless access for customers will be an added amenity.

Associated Costs and Funding Sources

Total Project Cost: \$0.50 million

Approximately \$400,000 of the funding will come from federal funding sources with the balance coming from state match. The on-going operations and maintenance costs of this capital improvement will be identified during the demonstration project and will be covered by future transit annual operating budget.

PENTAGON CITY PEDESTRIAN TUNNEL RESTORATION

CRITICAL MILESTONES

<i>Complete Bid Documents</i>	September 2008
<i>Award Construction Contract</i>	December 2008
<i>Complete Restoration</i>	May 2009
<i>Open to Public</i>	June 2009

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 systems, an ineffective drainage system, leaking concrete expansion joints, deteriorated doors and gates, and damaged floor tiles, handrails, and ceiling panels. Improved signage, security cameras, a public address system, and an emergency call box in the tunnel will also be installed. 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 cleaning activities to commission 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 block to the Metrorail station, but, for a number of reasons, was never opened to the public. The opening of the entryway will provide an additional access/egress point to this busy Metrorail station, one of the County's highest ridership stations, and to the adjacent retail center, Fashion Centre.

Associated Costs and Funding Sources

Total Project Cost: \$0.50 million

The project cost is funded through local bond funds. Once the repairs are completed, the County will contract with WMATA to open, monitor, and close the tunnel daily for the County. Associated operating costs are expected to be included in the Metrorail regionally allocated operating subsidy. The County will be responsible for cleaning and future repairs. The associated cleaning and maintenance costs will be covered by the County transit operating budget.

PENTAGON CITY STATION ELEVATOR

CRITICAL MILESTONES

<i>Environmental Clearance</i>	Fall 2008
<i>Prepare Concept Plan</i>	Spring 2009
<i>Complete Design</i>	TBD
<i>Begin Construction</i>	TBD

Project Description

This project will result in a second elevator entrance to the Pentagon City Metrorail station from the street level to the mezzanine level of the station. The elevator will be located on the west side of S. Hayes Street near the existing west side escalator.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

Pentagon City, Aurora Highlands

Advisory Commission:

Transit Advisory Committee
Transportation Commission

PENTAGON CITY METRORAIL STATION ON S. HAYES STREET AT 12TH STREET SOUTH

Project Strategic Goal

To improve access to Pentagon City Metrorail station.

Project Justification

The Pentagon City Metrorail station is among the most heavily utilized in Arlington County and the area is slated to experience significant growth in the next few years. Currently there is one street-level elevator entrance located on the east side of S. Hayes Street. A second elevator entrance on the west side of the street near the west escalator is necessary to improve general access and to ensure ADA accessibility. In addition a second street level elevator will provide back-up ADA access when the other street level elevator is out of service for repairs or maintenance.

Associated Costs and Funding Sources

Total Project Cost: \$8 million

For this project, the County has secured \$3 million through Regional Surface Transportation Program (RSTP) and Congestion Mitigation & Air Quality Improvement (CMAQ) grants. The County also has a \$2 million federal earmark under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation passed in 2005. The remaining \$3 million in required funding would be secured through state capital formula reimbursement funds or bonds and local Transportation Investment Funds. Efforts are being made to secure additional federal resources through a future earmark.

WALKARLINGTON, BIKE ARLINGTON, NEIGHBORHOOD TRAFFIC CALMING

Program Description

Within Transportation there are programs which support a mixture of both Neighborhood and Commercial Corridor needs. While the Transportation Investment Fund along with State and Federal Aid will serve as the primary source of funding for these programs, a portion of their cost will be funded by General Obligation Bonds to reflect their Program's contribution to neighborhood infrastructure. The programs included here are; WALKArlington, Neighborhood Traffic Calming, and BikeArlington.

Master Plan Impact

Arlington's Master Transportation Plan includes a Pedestrian transportation element. The pedestrian plan dates to 1997. Documents such as the 2001 "WALKArlington" study and the "R-B Corridor Streetscape Standards" of 2003 (updated 2007) also provide planning guidance. The Master Transportation Plan - Pedestrian Element is expected to be adopted in early 2008. This plan will supersede the 1997 Pedestrian 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 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Arterial corridor sidewalk upgrade	450	470					920
Transit access improvements	-	-					-
Safe Routes to Schools	200	220					420
Stand-alone upgrades	50	55					105
Neighborhood Traffic Calming (NTC)	300	300					600
Multi-Use Trail Construction	400	400					800
Trail renovation/safety improvements	-	50					50
Bike lanes and bike routes	60	60					120
Bicycle parking	15	15					30
Total Program Cost	1,475	1,570					3,045

Footnote: Due to the fluid nature of federal and state Transportation funding, programs and projects will be subject to annual allocation of funds by the County Board. The allocations will maximize the use of available resources and enable the Transportation Investment Fund to flexibly respond to current conditions.

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

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	860	950					1,810
Developer Contribution	-	-					-
Other funding	-	-					-
Transportation Investment Fund	315	320					635
Commonwealth Loan Funds	-	-					-
Master Lease	-	-					-
PAYG	300	300					-
Bond Issue	-	-	3,000		4,000		7,000
Total Funding Sources	1,475	1,570	3,000		4,000		10,045

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

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	-	-	-	210	267	578

ARTERIAL CORRIDOR SIDEWALK UPGRADES

CRITICAL MILESTONES

Ongoing Program

Project Description

Arterial improvements include sidewalk reconstruction to 6ft. min. width, construction of ADA compliant ramps, crosswalks, pedestrian "nubs" and pedestrian signals. These projects tend to also include pedestrian scale lighting (upgrades of existing lighting or new installations), bus stop pads and street trees as needed, where space permits.

Associated Master Plan:

Master Transportation Plan - Pedestrian element.

Neighborhood:

County-wide

Advisory Commission:

Pedestrian Advisory Committee, Transportation Commission

COUNTY-WIDE

Project Strategic Goal

Maintain, upgrade and enhance the pedestrian amenities serving the County's arterial roads.

Project Justification

Arlington's arterial roads carry not just the bulk of vehicular traffic, but are also the primary conduits for pedestrian access to transit and commercial districts, as well as serving as the primary connections between neighborhoods. The pedestrian amenities in many of these corridors also tend to be more physically deteriorated and non-ADA compliant than those within the residential neighborhoods. Because of the intensity of use and the condition of their pedestrian infrastructure, these corridors need immediate attention. Note that WALKArlington arterial projects differ from "Complete Streets" in that they generally do not require changes to vehicular travel lanes.

Associated Costs and Funding Sources

Total Project Cost: \$0.75 million (annually)

Approximately half of the funding will come from state and federal funding sources with the balance coming from the Transportation Investment Fund.

TRANSIT ACCESS IMPROVEMENTS

CRITICAL MILESTONES

Ongoing Program

Project Description

This project largely consists of bringing the pedestrian environments that lead directly to bus stops and metro stations up to current ADA compliance. It also includes the bus stop vicinity as well. (Includes: New construction or re-construction of 5ft min. width sidewalks, accessible ramps, crosswalks, pedestrian signals, bus pads and/or curb extension "nubs".)

Associated Master Plan:

Master Transportation Plan - Pedestrian element.

Neighborhood:

County-wide

Advisory Commission:

Pedestrian Advisory Committee, Transportation Commission

COUNTY-WIDE

Project Strategic Goal

This project is critical to ensuring the strong expansion in transit use necessary to support our expected population growth while maintaining the quality of our built environments and also reducing the single occupancy vehicles (SOV) that contribute to congestion.

Project Justification

Transit and walking are two components of the same trip, as all transit users are essentially pedestrians at the beginning and end of their trips. In order to have an accessible transit system, the facilities that lead up to the transit vehicles themselves needs to be fully accessible as well.

Associated Costs and Funding Sources

Total Project Cost: \$0.60 - \$0.80 million (annually)

The funding source for the majority of the program was originally NVTA. In the interim a small proportion can be funded from the Transportation Investment Fund, however a regional funding solution will be required to fully fund this program.

SAFE ROUTES TO SCHOOLS

CRITICAL MILESTONES

Ongoing Program

Project Description

Projects may include: new min. 5ft wide sidewalks, ADA compliant ramps, pedestrian signals and/or upgraded crosswalks. Projects may include new pedestrian scale lighting, if needed.

Associated Master Plan:

Master Transportation Plan - Pedestrian element.

Neighborhood:

County-wide

Advisory Commission:

Pedestrian Advisory Committee, Transportation Commission, local PTA's.

COUNTY-WIDE

Project Strategic Goal

These projects target those missing sidewalks that are critical linkages for children walking to neighborhood schools.

Project Justification

Arlington policy is to have a sidewalk on at least one side of every street. The total sidewalk deficiency in the county is approximately 50 miles. While the majority of Neighborhood sidewalks are installed through the Neighborhood Conservation Program, this program provides dedicated funding to address pedestrian needs adjacent to schools.

Associated Costs and Funding Sources

Total Project Cost: \$0.70 million (annually)

Approximately two-thirds of the funding will come from General Obligation Bonds from the 2010 and 2012 referenda. The balance of the funding need was originally planned for NVT A funding. In the interim, the program will operate on a smaller scale with local funds only, however a regional funding solution will be required to fully fund this program.

STAND-ALONE UPGRADES

CRITICAL MILESTONES

Ongoing Program

Project Description

Intersection improvements generally include ADA compliant ramps, new crosswalk markings and pedestrian signals. Could also include improved pedestrian scale lighting and/or curb extension "nubs".

Associated Master Plan:

Master Transportation Plan - Pedestrian element.

Neighborhood:

County-wide

Advisory Commission:

Pedestrian Advisory Committee, Transportation Commission

COUNTY-WIDE

Project Strategic Goal

Provide a basic set of improvements to upgrade intersections to meet current ADA mandates and generally improve pedestrian safety across the entire network.

Project Justification

Staff has identified at least 85 distinct intersections in the county in need of pedestrian improvements. Note that WALKArlington stand alone projects differ from "Complete Streets" in that they generally do not require changes to vehicular travel lanes. (i.e: Projects are generally located behind the curb.)

Associated Costs and Funding Sources

Total Project Cost: \$0.10 million (annually)

Actual funding will be determined by the overall needs of the Transportation Investment Fund.

NEIGHBORHOOD TRAFFIC CALMING (NTC)

CRITICAL MILESTONES

<i>Determine Project Scope</i>	60 Days
<i>Project Funding Round</i>	Twice per year

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 greatest.

Associated Master Plan:

Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Neighborhood Traffic Calming Committee

COUNTY-WIDE

Project Strategic Goal

The goal of the traffic calming projects include reduction of travel speeds, reduction of excessive traffic, 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 assist in enforcement. Measures may include flat top speed humps, traffic circles, nubs or curb extensions, roadway narrowing, speed indicators, medians, raised crosswalks, truck restrictions, gateways, speed display signs, turning restrictions, and one-way streets. 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 toward consensus, implement the plan and evaluate success. Devices typically provide up to a 5-7 mph speed reduction.

Associated Costs and Funding Sources

Total Project Cost: \$0.80 million (annually)

PAYG funding is assumed at \$300,000 annually, with an additional \$1,000,000 in General Obligation Bonds included in the 2010 and 2012 referenda.

MULTI-USE TRAIL CONSTRUCTION

CRITICAL MILESTONES

Ongoing Program

Project Description

All projects construct multi-use (bicycle and pedestrian) paved trails that link to at least one County facility. In some cases, the projects will be done in coordination with regional partners such as the City of Alexandria and the National Park Service.

Associated Master Plan:

Bicycle Transportation Plan element of the Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Transportation Commission, Park and Recreation Commission, Bicycle Advisory Committee

COUNTY-WIDE

Project Strategic Goal

Projects will complete selected sections of the Bikeway Network by bridging significant barriers, such as highway or stream crossings or create linkages of existing bike facilities.

Project Justification

Top priority projects are: Four Mile Run Trail connection to Potomac Avenue, S. Eads Street bridge over Four Mile Run, the Bluemont Park to Upton Hill Park Trail, the North Tract bridge to the Mt. Vernon Trail and the Pentagon Area Trail. The order in which the projects are implemented will in large part be determined by the receipt of State, Federal or Regional funds.

Associated Costs and Funding Sources

Total Project Funding: \$0.50 million (annually)

Approximately half of the funding will come from General Obligation Bonds from the 2010 and 2012 referenda. The remaining funds will be from state or federal funding sources.

TRAIL RENOVATION/SAFETY IMPROVEMENTS

CRITICAL MILESTONES

Ongoing Program

Project Description

Projects will rebuild existing trails by undertaking pavement widening, stormwater improvements, realignment, re-grading or other accessibility enhancements. Projects can include rebuilding of curb ramps and reconstruction of trail/street intersections, re-decking or replacement of substandard bridges or removal of hazards near trails. It is anticipated that one project will be undertaken per year.

Associated Master Plan:

Bicycle Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Parks & Recreation, Bicycle Advisory Committee

COUNTY-WIDE

Project Strategic Goal

These projects are undertaken to upgrade and rehabilitate the 33 miles of County-operated multi-use trails. Projects are undertaken to address at least one of these concerns: 1) repair deterioration of asphalt trails or bridges, 2) address user safety concerns, 3) widen trail segments to address overcrowding, 4) improve ADA accessibility or 5) address stormwater impacts from or upon trails. The overall goal is to provide and maintain safe and high quality trail facilities that are useable by all residents.

Project Justification

Projects will fix problems with our existing trails, by addressing aging facilities, safety concerns, lack of ADA compliance and overcrowding. Projects are typically larger than what is normally thought of as maintenance. Delays in addressing these problems may result in user injuries, further deterioration of conditions of both the trails and the adjacent parks, reduced accessibility for special user populations and general decline in the quality of our trail system. Identified priority projects include: realignment of the Custis trail near Brandymore Castle, widening of the Custis/Four Mile Run trail through Benjamin Bannecker park, Custis Trail sub-base improvements from Cleveland to Adams Streets, widening of the Four Mile Run trail between West Glebe Road and the WPCP, reconstruction of the W&OD trail crossings at Shirlington Rd., Walter Reed Dr. and George Mason Dr., and several spot improvements along the Custis, W&OD and Four Mile Run trails

Associated Costs and Funding Sources

Total Project Cost: \$0.20 million (annually)

The majority of the funding will come from General Obligation Bonds from the 2010 and 2012 referenda. Other sources may be used to supplement or replace that funding as appropriate.

BIKE LANES AND BIKE ROUTES

CRITICAL MILESTONES

Ongoing Program

Project Description

Projects will mark and sign facilities to enhance bicycling on local streets. Funding will implement the recommended bike lane, bike route and sharrow projects in the proposed revised Bicycle element of the Master Transportation Plan. For greatest efficiency, new pavement markings will be installed, whenever possible, in conjunction with repaving of those streets. Some funding will also be used as needed to enhance the signage and markings of the County's 24 miles of bike lanes and 43 miles of signed bicycle routes.

Associated Master Plan:

Bicycle element of the Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Bicycle Advisory Committee

COUNTY-WIDE

Project Strategic Goal

Projects are to mark and sign bike facilities, such as bike lanes, bike routes and sharrows, on local streets. The projects will improve on-street bicycling conditions and provide new routes that enhance the connectivity and reach of the Arlington Bikeways Network.

Project Justification

Projects will mark and sign new on-street bicycle facilities, such as bike lanes, bike routes and sharrows (sharing-arrows), on local streets thereby expanding the reach and connectivity of the County's Bikeways Network. The initial 24 miles of bike lanes implemented by Arlington since the year 2000 have proven effective in achieving greater use of bicycles by Arlingtonians for transportation purposes. Some of the funding will also be used for minor enhancements of the existing bike lanes and routes to bring them up to current standards.

Associated Costs and Funding Sources

Total Project Cost: \$0.05 million (annually)

The majority of the funding will come from General Obligation Bonds from the 2010 and 2012 referenda. Other sources may be used to supplement or replace that funding as appropriate.

BICYCLE PARKING

CRITICAL MILESTONES

Ongoing Program

Project Description

Program installs bike racks within commercial districts and at public facilities throughout the County, and shelters to cover bike parking at transit stations. Adequate quantities of high-quality bike parking will be installed in commercial districts, at transit stations and public facilities.

Associated Master Plan:

Bicycle element of the Master Transportation Plan

Neighborhood:

County-wide

Advisory Commission:

Bicycle Advisory Committee, Transportation Commission

COUNTY-WIDE

Project Strategic Goal

Projects will install bicycle parking at locations that currently have insufficient amounts - primarily in commercial districts and around transit stations. The strategic goal is to provide adequate amounts of secure and convenient parking at destinations across the County to enable greater use of bicycles for transportation purposes. Shelters will encourage additional transit use.

Project Justification

Program installs bike racks within public rights-of-way for use by shoppers, businesses, transit riders and visitors to County facilities. The program is also upgrading the bicycle parking at transit stations by installing canopies to shelter bikes from bad weather. Secure and convenient bicycle parking is a necessary component of the facilities needed to enable and encourage more use of bicycles for transportation. The current plan is for installation of shelters for the bike parking at selected METRO stations (Virginia Square, Clarendon, Crystal City VRE) that lack covered parking.

Associated Costs and Funding Sources

Total Project Cost: \$0.015 million (annually)

The majority of the funding will come from the Transportation Investment Fund. Other sources may be used to supplement or replace that funding as appropriate.

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 (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Neighborhood Conservation	9,500	500	12,500	500	12,500	500	36,000
Land and Facility Acquisition	-	-	5,000	-	5,000	-	10,000
Buckingham Village Redevelopment	34,500	-	14,800	-	2,000	-	51,300
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	44,000	500	32,300	500	19,500	500	97,300

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding	-	-	10,600	-	-	-	10,600
Total Outside Revenue	-	-	10,600	-	-	-	10,600
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	500	500	500	500	500	500	3,000
Bond Issue	43,500	500	21,200	500	19,000	500	83,700
Total Funding Sources	44,000	500	32,300	500	19,500	500	97,300

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	-	3,045	3,872	5,800	6,090	7,523

NEIGHBORHOOD CONSERVATION

CRITICAL MILESTONES

Ongoing Program

Project Description

The Neighborhood Conservation Program funds Street Improvements, Residential Traffic Management, Park Enhancements, 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 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 through preparing and updating Neighborhood Conservation Plans that reflect community needs, participating in the deliberations of the Neighborhood Conservation Advisory Committee (NCAC), and nominating plan based improvement projects for funding. All NC projects are identified in NC plans prepared by civic associations with assistance provided by NC Program staff. As a result of recent successful collaborative efforts between the NCAC and County staff, the NC Program is currently in the midst of record breaking activity. With the addition of new staff and other resources, almost 38 projects will be under construction this year. It is recommended that \$200,000 of the recommended bond funding be reserved for the Missing Link Program, which constructs small sections of missing sidewalk.

Associated Costs and Funding Sources

The 2008 recommendation for Neighborhood Conservation funding will allow the program to increase its funding rounds to \$3.0M each. The 2008 referendum amount includes funding for three new funding rounds and the 2010 and 2012 includes funding for four.

Neighborhood Conservation

CAPITAL COST SCHEDULE (,000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	500	500	1,100	500	1,100	500	4,200
Land Acquisition	-	-	-	-	-	-	-
Construction	9,000	-	11,400	-	11,400	-	31,800
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	9,500	500	12,500	500	12,500	500	36,000

Notes on Cost Estimates

The funding level is based on \$3.0 funding rounds.

The 2008 referendum funds three funding rounds. The Fall 2010 funding round will be funded by the 2010 referendum.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	500	500	500	500	500	500	3,000
Bond Issue	9,000	-	12,000	-	12,000	-	33,000
Total County Contribution	9,500	500	12,500	500	12,500	500	36,000

Notes on Funding Schedule

Funding will be included in the fall 2008 referendum.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

No additional operating impact is anticipated.

LAND AND FACILITY ACQUISITION PROGRAM

CRITICAL MILESTONES

Ongoing Program

Project Description

This new program is a combination of the Local Parks and Recreation "Park Land and Facility Acquisition Program" and the previous "Non-Parks Real Estate Acquisition" Programs. It funds both the purchase of 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. The program funds the purchase of real property and the ancillary activities (appraisals, surveys, environmental assessments, relocation, demolition, and site restoration) required.

Associated Master Plan:

Public Spaces Master Plan; General Land Use Plan; Transportation 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. While the thrust of the program is centered around park land, the intent is to provide appropriate flexibility funding for opportunistic acquisition for other general government uses as well.

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, and multiple community objectives. Potential acquisitions 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.

For other program needs beyond parks, goals would include support of sector plans, right-of-way for realignment of intersections, space for transit offices, maintenance shops or storage, and other purchases of facilities or land for County functions where there is not an existing funding source.

Land and Facility Acquisition Program

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition	-	-	5,000	-	5,000	-	10,000
Construction	-	-	-	-	-	-	-
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	-	-	5,000	-	5,000	-	10,000

Notes on Cost Estimates

Based on recent market valuations by broker consultants for residential and commercial properties currently being considered for park land acquisition, estimated costs range from \$1 million to more than \$5 million

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	5,000	-	5,000	-	10,000
Total County Contribution	-	-	5,000	-	5,000	-	10,000

Notes on Funding Schedule

The County has traditionally used bond financing for land acquisition because the land has an indefinite useful life.

PROJECTED ADDITIONAL OPERATING COSTS

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	-	-	2,000	4,000	6,000	8,000
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	-	-	-	-	-	-

Notes on Operating Costs

New maintenance costs are based on an estimated \$2,000 annually per acre, with an average of one acre per year acquired.

BUCKINGHAM VILLAGE REDEVELOPMENT

CRITICAL MILESTONES

<i>Land Acquisition- Village 3</i>	Spring 2009
<i>Begin Construction- Village 3</i>	Spring/Summer 2009
<i>Land Acquisition for Streets and Park- Village 1</i>	2010

Project Description

This project will provide for the redevelopment and historic preservation of 140 affordable housing units at Village 3, including the potential for homeownership. It will also provide for a new community park and new extensions of two existing streets.

Associated Master Plan:

Historic Preservation Master Plan, Master Transportation Plan, and General Land Use Plan

Neighborhood:

Buckingham

Advisory Commission:

Housing Commission, Parks & Recreation Commission, Historic Affairs & Landmarks Review Board

N. PERSHING DR. & GEORGE MASON DR.

Project Strategic Goal

The strategic goals for this project include:

- Preservation of affordable housing including the exploration of home ownership
- Preservation of an existing, diverse community
- Historic preservation of Village 3
- Transportation improvements through the extensions of two streets in Village 1
- Provide a new community park in Village 1

Project Justification

In June 2007, the Board approved the purchase of land and improvements in Buckingham Village 3 for the redevelopment of 140 affordable housing units. Closing is scheduled to occur no later than March 2009. It also approved the purchase of land and improvements in Village 1 for new sections of two existing streets and a new park. Closing on the Village 1 parcel is projected to occur at the earliest in 2010, with the timing dependent on redevelopment activities in Villages 1 & 2 by the private developer.

The County subsequently released an RFP to potential development partners for the redevelopment of Village 3, including financial proposals for acquisition of the improvements by the developer (the County intends to retain long-term ownership of the land.) The partner selection process is projected to be complete in summer 2008. While the general framework of the financial deal will be known when the developer is selected, the final financial deal will not be completed until early to mid 2009 and potentially after the March 2009 closing date on Village 3 acquisition. The County is considering multiple debt financing options for the acquisition of Village 3 (no greater than \$34.5 million), with a focus on flexible, short-term financing options to bridge the period between the acquisition closing date of March 2009 and closing with the selected developer. Any debt service incurred by the County for acquisition of Village 3 will be paid for from AHIF funds.

The \$14.8 million purchase price for Village 1 includes two components: 1) acquisition of the land for the street improvements and actual construction of the street itself, estimated at \$10.6 million and which will be constructed by the current developer of Village 1; and 2) the acquisition of the land for the new park, estimated at \$4.2 million. Funding for the street land acquisition and street improvements will likely come from the Transportation Investment Fund. The County will be responsible for funding construction of the new park, preliminarily estimated to cost \$2 million although a full design and scoping process will occur before finalization of this estimate. The developer will pay the operating costs associated with the new park, per a site plan condition. Funding for park land acquisition and construction is anticipated from general obligation bonds. Construction of the park could begin as early as 2012 depending on redevelopment activities in Villages 1 & 2.

Buckingham Village Redevelopment

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Village 3 Land Acquisition	34,500	-	-	-	-	-	34,500
Street Land Acquisition & Construction	-	-	10,600	-	-	-	10,600
Park Land Acquisition & Construction	-	-	4,200	-	2,000	-	6,200
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	34,500	-	14,800	-	2,000	-	51,300

Notes on Cost Estimates

The amount shown in 2009 is the maximum amount the County will pay to the current owner of Village 3. Any contribution received from the selected partner will offset the County's payment for acquisition of Village 3 (acquisition price no greater than \$34.5 million)

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
AHIF-supported Debt Financing	34,500	-	-	-	-	-	34,500
Transportation Investment Fund	-	-	10,600	-	-	-	10,600
Bond Issue	-	-	4,200	-	2,000	-	6,200
Total County Contribution	34,500	-	14,800	-	2,000	-	51,300

Notes on Funding Schedule

Any debt service incurred by the County for acquisition of Village 3 (amount to be borrowed no greater than \$34.5 million) will be paid for from AHIF funds. On a worst case basis, debt service for Village 3 is estimated at \$2.3 million in FY 2010, assuming long-term fixed rate debt and issuing all \$34.5 million.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

The operating costs of the housing will be covered by project revenues. The operating costs associated with the new park will be paid for by the developer as per the site plan condition.

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 on facility life cycles and changing services. It strives to provide a consistent, sustainable inventory of public facilities through systematic investment. The program is linked with the maintenance capital program, in that it plans 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

After development and adoption, the Facilities Master Plan 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 (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Facilities Master Plan	2,000	-	10,000	-	10,000	-	22,000
Joint County-Schools Facilities	3,000	-	-	-	-	-	3,000
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Recommendation	5,000	-	10,000	-	10,000	-	25,000

Cost Estimate Footnote:

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Other Debt	1,200	-	-	-	-	-	1,200
Master Lease	-	-	-	-	-	-	-
Closeout Funds	2,000	-	-	-	-	-	2,000
Bond Issue	1,800	10,000	10,000	10,000	10,000	10,000	21,800
Total Funding Sources	5,000	-	10,000	-	10,000	-	25,000

Other Debt may be in the form of financing from Virginia Resources Authority (VRA) loans and/or the Master Lease Financing Program. As cost estimates and cash flow needs are finalized, staff will assess the most cost effective financing mechanism.

Closeout Funds are from FY 2008 year end close out and carryover process where one-time funds are allocated for one-time capital projects.

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	-	126	160	879	1,064	1,861

FACILITIES MASTER PLAN

CRITICAL MILESTONES

<i>Initial Staff Scoping and Data collection</i>	Dec 08
<i>Consultant Contract Award</i>	May 09
<i>Assessment of Selected Facilities & Refinement of Needs and Options</i>	Dec 09
<i>Recommendations</i>	Jan 10
<i>Board Decisions</i>	Mar 10

Project Description

The initiative will provide a flexible planning document that can adapt over time to changing budget environments, construction inflation, and shifts in program needs, yet still serve as a guideline for individual facility renovation projects, program consolidations, and demolition. The scope includes community facilities such as libraries, community centers, and nature centers, plus public service buildings such as public health facilities, storage, light industrial and maintenance, and office space needs for County Staff and programs. The study will consider current and historical program and space usage patterns, projected long term needs, program and accessibility attributes and deficiencies, facility condition assessments, ongoing operations and maintenance costs, and historic and environmental sustainability considerations. Some facilities may be recommended for consolidation, demolition, closure, or minimal ongoing investment.

Associated Master Plan:

General Land Use Plan
Open Spaces Master Plan

Neighborhood:

Various

Advisory Commissions:

Public Facilities Review Committee
Fiscal Affairs Advisory Commission

COUNTY WIDE

Project Strategic Goal

The goal of the initiative is to strategically guide investment decisions on County facilities. The study will document and identify current and projected functional and spatial requirements, and recommend prioritized steps to meet needs over time. The results will better inform staff, the County Board, and citizens on cost effective facility investments.

The initial focus of the study will be on aging County facilities and known short- and intermediate-term space deficiencies. The study results will prioritize and recommend 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 allocation, indicated on the following page. The next phase of study will broaden the scope to long-term future needs.

The study effort will benefit from the use of master planning consultants. After preliminary data collection, analysis, and recommendations are developed and reviewed by staff, the County Manager will propose community process options for County Board consideration.

Project Justification

Although many community and government facilities have benefited from replacement or significant renewal in recent years, the conditions of many other facilities were not 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 many are now at or near the end of their natural useful lives. Simultaneously, the cost of construction has rapidly escalated in recent years, and the County will not be able to replace or renovate all aging facilities within adopted debt limits and policies. Instead, we need a strategy that acknowledges the need to extend the life of older facilities with limited investment, while simultaneously looking at opportunities to consolidate services, demolish obsolete facilities, and planning ahead to meet evolving requirements.

Facilities Master Plan

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	2,000	-	-	-	-	-	2,000
Land Acquisition							
Construction	-	-	10,000	-	10,000	-	20,000
Relocation and Temp Facilities							
Equipment and Furnishings							
Total Project Cost	2,000	-	10,000	-	10,000	-	22,000

Notes on Cost Estimates

The \$2 million identified for planning represents a commitment to strategic investment and decision making. The estimates for FY 2011 and FY 2013 are allocations for design and construction and will likely adjust to the specific needs of the priority projects recommended by planning.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue							
PAYG							
Commonwealth Loan Funds							
Master Lease							
Closeout Funds	2,000	-	-	-	-	-	2,000
Bond Issue	-	-	10,000	-	10,000	-	20,000
Total County Contribution	2,000	-	10,000	-	10,000	-	22,000

Notes on Funding Schedule

After the initial planning effort, the FY 2011 and FY 2013 cycles will fund design and construction of priority projects. The timing for \$2 million in planning may extend beyond two years, as inputs are received from County Board actions and community practices.

Closeout Funds are from FY 2008 year end close out and carryover process where one-time funds are allocated for one-time capital projects.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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

Until specific facility proposals are recommended, it is not possible to determine operating cost impacts. For now, we are assuming no net growth of square footage or staff, and we will study opportunities for consolidation and reduction of operating costs.

JOINT COUNTY-SCHOOLS FACILITIES

CRITICAL MILESTONES

Project Description:

APS has prioritized their facility renovations as part of this CIP process. Two of the facilities that will not be renovated in this CIP, the Career Center and TJ Middle School, are also joint facilities with the County. These funds will provide for the County's share of the cost of interim improvements at those two facilities.

Associated Master Plan:

None

Neighborhood:

Arlington Heights

Advisory Commissions:

Public Facilities Review Committee

COUNTY WIDE

Project Strategic Goal

To extend the useful life of County's joint use facilities at the Career Center and Thomas Jefferson Middle School, which house the Columbia Pike Library and Thomas Jefferson Community Center, respectively. The projects will provide interim improvements to keep them in service until they are eventually renovated or replaced.

Project Justification

Funds are not identified in this CIP for the full scale reconstruction of joint use facilities at the Career Center or Thomas Jefferson. The APS Adopted CIP includes a total of \$16 million to address the capital needs of these two buildings, and for Wakefield until construction funds are available. Of the \$16 million, \$2.3 million will come from the County for its portion of the Career Center and Jefferson capital needs.

These funds will be used to repair/replace major mechanical, electrical, and plumbing systems, upgrade life safety systems, and maintain/repair the building envelop.

The \$700,000 remaining will be used to make other appropriate facility maintenance investments to meet unique County needs at the two facilities.

Joint County-Schools Facilities

CAPITAL COST SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	-	-	-	-	-	-	-
Land Acquisition							
Construction	3,000	-	-	-	-	-	3,000
Relocation and Temp Facilities							
Equipment and Furnishings							
Total Project Cost	3,000	-	-	-	-	-	3,000

Notes on Cost Estimates

APS has estimated \$2.3 million as the County share of maintenance to be completed; the remaining \$700k will be used for County needs at these sites.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue							
Developer Contributions							
Other Funding							
Total Outside Revenue							
PAYG							
Other Debt	1,200	-	-	-	-	-	1,200
Master Lease							
PAYG							
Bond Issue	1,800	-	-	-	-	-	1,800
Total County Contribution	3,000	-	-	-	-	-	3,000

Notes on Funding Schedule

Other Debt may be in the form of financing from Virginia Resources Authority (VRA) loans and/or the Master Lease Financing Program. As cost estimates and cash flow needs are finalized, staff will assess the most cost effective financing mechanism.

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
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 new operating costs are required.

Stormwater Management

This program provides stormwater drainage improvements, stream and channel improvements to enhance flood protection, restoration and/or replacement of stormwater drainage structures, and encompasses the Four Mile Run Master Plan.

Stormwater activities will be funded by a \$0.01 per \$100 assessed real property value Sanitary District tax, approved by the County Board on April 19, 2008. In addition to the six-year capital plan in the amount of \$25.3 million, increased staffing levels and other operating costs will cost approximately \$2 million per year.

One of the initial activities under the Stormwater Management program is completion of the Stormwater Management Master Plan, which is currently underway. Upon completion of this plan, County staff will have a much clearer understanding of the cost and phasing of future stormwater management projects, and will be better informed of projects that may be required when the County's Municipal Separate Storm Sewer System (MS4) permit is renewed. The County's MS4 permit is expected to be renewed in 2008 and is expected to extend for a five-year period.

The FY 2009 - FY 2014 plan does not assume leveraging the anticipated revenues through bond issuance, which also may be considered in the future as a means of accomplishing or accelerating projects, as well as projects identified during completion of the Master Plan and the MS4 repermitting process.

Index to Stormwater Management

Programs Projects

Storm Drainage Improvements

Channel Improvements and Environmental Quality

System Renovation and Rehabilitation

Four Mile Run Master Plan

STORMWATER MANAGEMENT

Program Description

This program has four components: 1) Storm Drainage Improvements: storm sewer projects that increase capacity, and minimize flooding and soil erosion; 2) Channel Improvements and Environmental Quality: flood protection and stream rehabilitation projects, and structural Best Management Practices (BMPs); 3) System Renovation and Rehabilitation: orderly and planned replacement / rehabilitation of storm drainage facilities; and 4) Four Mile Run Master Plan: stream restoration and water quality projects.

The June 2006 storm that caused widespread flooding in Arlington not only impacted locations previously identified as being prone to flooding, but also highlighted locations that had not been identified. It should be noted that projects that increase system capacity can only reduce the risk of flooding; risk cannot be completely eliminated.

Master Plan Impact

This program supports the goals articulated in the Stormwater Master Plan; the Watershed Management Plan, and the Four Mile Run Master Plan. The Stormwater Master Plan is currently being updated.

Bond Financing Notes

The current FY 2009 – FY 2014 capital plan does not assume leveraging the Sanitary District Stormwater Tax revenues. However, the option remains open to the County Board to issue bonds to complete additional stormwater projects.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
John Marshall Drive @ Lee Highway	300	-	-	-	-	-	300
West Little Pimmit Run - Phase I	550	250	200	-	-	-	1,000
West Little Pimmit Run - Phase II	50	-	416	334	-	-	800
Sycamore Street @ 24th St. N.	100	634	367	-	-	-	1,101
Spout Run - 18th St. between N. Utah & N. Upton	100	-	-	649	983	868	2,600
Lubber Run Basin – Between Washington Blvd. & I-66 to Arlington Hospital	-	100	-	-	-	115	215
Drainage Projects to be identified from Storm Drainage Master Plan	-	-	-	-	-	-	-
Structural BMPs	100	500	500	500	500	500	2,600
Stream Restoration	50	500	500	500	500	500	2,550
Retrofit Ballston Beaver Pond	-	-	-	-	392	358	750
Pimmit Run - Phase II (Williamsburg Blvd)	392	500	500	500	108	-	2,000
Pimmit Run - Phase III / IV	100	-	-	-	-	142	242
Capital Maintenance	532	434	869	482	639	749	3,705
Four Mile Run Master Plan - Stream Restoration	1,400	934	875	1,400	1,400	1,400	7,409
Total Program Cost	3,674	3,852	4,227	4,365	4,522	4,632	25,272

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	3,674	3,852	4,227	4,365	4,522	4,632	25,272
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	3,674	3,852	4,227	4,365	4,522	4,632	25,272

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	-	-	-	-	-	-

JOHN MARSHALL DRIVE AT LEE HIGHWAY

CRITICAL MILESTONES

<i>Review / Update design</i>	September 2008
<i>Award contract</i>	January 2009
<i>Begin construction</i>	Spring 2009

Project Description

Construct approximately 300 linear feet of 48 inch storm sewer

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Arlington-East Falls Church; Lee Overlee

Advisory Commission:

E2C2

JOHN MARSHALL DRIVE AT LEE HWY

Project Strategic Goal

This project provides additional capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can significantly damage homes. While the County can increase system capacity, some locations will always have some level of vulnerability because of limited overland relief. Property owners should consider what actions they can take to protect their property from the effects of severe floods.

Project Justification

This project will reduce the frequency of flooding on private property (flooded houses) along John Marshall Drive and Lee Highway north of Lee Highway by diverting flow from areas with no overland relief. This site has experienced two severe floods (5 – 7 feet of flooding in lower levels): Tropical Storm Agnes in June 1972 and the severe storm in June 2006. While the period seems to exceed the normal 10-year design event, the magnitude of the flooding and associated safety threats suggests that a greater design event may be appropriate. The anticipated recurrence interval of the design will be evaluated.

Associated Costs and Funding Sources

Total Project Cost: \$300,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

WEST LITTLE PIMMIT RUN - PHASE I

CRITICAL MILESTONES

<i>Review / Update design</i>	September 2008
<i>Award contract</i>	January 2009
<i>Begin construction</i>	June 2009

Project Description

Construct approximately 1,000 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 AND 33RD STREET NORTH

Project Strategic Goal

This project provides additional capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can significantly damage homes. While the County can increase system capacity, some locations will always have some level of vulnerability because of limited overland relief. Property owners should consider what actions they can take to protect their property from the effects of severe floods.

Project Justification

This project reduces the frequency of flooding on private property (flooded houses) along John Marshall Drive and N. Kensington St. by diverting flow from areas with no overland relief; it will also help reduce the frequency of sanitary sewer backups downstream.

This site has experienced two severe floods (5 – 7 feet of flooding in finished basements); Tropical Storm Agnes in June 1972, and the severe storm in June 2006. While the period seems to exceed the normal 10-year design event, the magnitude of the flooding and associated safety threats suggests that a greater design event may be appropriate. The anticipated recurrence interval of the design will be evaluated.

Associated Costs and Funding Sources

Total Project Cost: \$1,000,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

WEST LITTLE PIMMIT RUN - PHASE II

CRITICAL MILESTONES

<i>Initiate design</i>	January 2009
<i>Award contract</i>	March 2012
<i>Begin construction</i>	May 2012

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

33RD STREET NORTH & 34TH STREET NORTH

Project Strategic Goal

This project provides additional capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can significantly damage homes. While the County can increase system capacity, some locations will always have some level of vulnerability because of limited overland relief. Property owners should consider what actions they can take to protect their property from the effects of severe floods.

Project Justification

This project will reduce the frequency of flooding on private property (flooded houses) and in the public right of way (flooded cars) at the intersection of 33rd St. N. and 34th St. N.

This site has experienced a severe flood in June 2006 (12 feet of flooding in at least one finished basement); cars parked at the intersection also sustained significant damage. While flooding at this location appears to be less frequent than the normal 10-year design event, the magnitude of the flooding and associated safety threats suggest that a greater design event may be appropriate.

Associated Costs and Funding Sources

Total Project Cost: \$800,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

SYCAMORE STREET AT 24TH STREET NORTH

CRITICAL MILESTONES

<i>Initiate design</i>	January 2009
<i>Award contract</i>	March 2010
<i>Begin construction</i>	May 2010

Project Description

Construct approximately 1200 linear feet of large diameter storm sewer from the intersection of N. Rockingham St. and 24th Street North 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 STREET AT 24TH STREET NORTH

Project Strategic Goal

This project provides additional capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can significantly damage homes. While the County can increase system capacity, some locations will always have some level of vulnerability because of limited overland relief. Property owners should consider what actions they can take to protect their property from the effects of severe floods.

Project Justification

This project will help to reduce the frequency of flooding on private property (5 – 14 feet of flooding in houses, and significant damage to parked cars at the intersection) and to reduce the frequency of sanitary sewer backups at the intersection of N. Rockingham St. and 24th St. N. While severe flooding at this location appears to be less frequent than the normal 10-year design event, the magnitude of the flooding and associated safety threats suggest that a greater design event may be appropriate.

Associated Costs and Funding Sources

Total Project Cost: \$1,101,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

SPOUT RUN – 18TH STREET BETWEEN NORTH UTAH STREET AND N. UPTON STREET

CRITICAL MILESTONES

<i>Initiate design</i>	January 2009
<i>Award contract</i>	March 2013
<i>Begin construction</i>	May 2013

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 STREET NORTH BETWEEN NORTH UTAH AND NORTH UPTON STREET

Project Strategic Goal

This project provides additional capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can significantly damage homes. While the County can increase system capacity, some locations will always have some level of vulnerability because of limited overland relief. Property owners should consider what actions they can take to protect their property from the effects of severe floods.

Project Justification

This project will help to reduce the frequency of flooding in the public right of way and on private property (flooded multiple houses up to two feet) between N. Upton Street and 18th St. N. and N. Utah St. and 18th St. N. ; also to reduce the frequency of sanitary sewer backups downstream. While severe flooding at this location appears to be less frequent than the normal 10-year design event, the magnitude of the flooding and associated safety threats suggest that a greater design event may be appropriate.

Associated Costs and Funding Sources

Total Project Cost: \$2,600,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

Stormwater Management

Storm Drainage
Improvements

FY2009 – FY2014 CIP

LUBBER RUN BASIN - BETWEEN WASHINGTON BOULEVARD AND I-66 TO ARLINGTON HOSPITAL

CRITICAL MILESTONES

<i>Initiate design</i>	January 2010
<i>Award contract</i>	March 2014
<i>Begin construction</i>	May 2014

Project Description

Perform hydrologic / hydraulic analysis of storm drainage system and design 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 capacity at locations with limited overland relief. Storm sewer overflows at locations with limited overland relief can significantly damage homes. While the County can increase system capacity, some locations will always have some level of vulnerability because of limited overland relief. Property owners should consider what actions they can take to protect their property from the effects of severe floods.

Project Justification

The flooding event of June 2006 highlighted systemic capacity / overland relief issues in the overall basin that resulted in flooded homes and sanitary sewer backups. Initial funding is for initial engineering of project(s) in this basin that are anticipated from the updated stormwater master plan. While severe flooding at these locations appear to be less frequent than the normal 10-year design event, the magnitude of the flooding and associated safety threats suggest that a greater design event may be appropriate.

Associated Costs and Funding Sources

Total Project Cost: \$215,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

STRUCTURAL BMPs

CRITICAL MILESTONES

*Identify potential
BMP locations* **September 2008**
*Construct / install 6-
8 facilities* **June 2009**

Project Description

Construct structural Best Management Practice (BMP) retrofits to the storm drainage system, where appropriate. Design and construct approximately 6 - 8 facilities per year

Associated Master Plan:

Watershed Master Plan, Stormwater Master Plan

Neighborhood:

County wide

Advisory Commission:

E2C2

COUNTY WIDE

Project Strategic Goal

This program is part of the County's overall strategy to improve water quality both locally and in water bodies downstream of the County (e.g. the Potomac River and the Chesapeake Bay). This program will help the County meet its requirements under the Total Maximum Daily Load (TMDL) regulations and its Municipal Separate Storm Sewer System (MS4) permit. The structural Best Management Practice (BMP) projects constructed under this program will help achieve these goals by reducing sediments, oils, litter, and other pollutants that would otherwise be discharged to County streams through the County's storm water drainage network.

Project Justification

This portion of the storm drainage CIP provides for retrofits of the storm drainage system to improve water quality. This project will begin a program to retrofit the existing storm water collection system with structural Best Management Practices (BMPs) in furtherance of the MS4 permit goal to reduce pollutants in storm water "to the maximum extent practicable". Implementation of these retrofits is projected to be over a minimum 100-year period. Achieving these regional water quality goals will require a long term and sustained retrofit program.

Associated Costs and Funding Sources

Total Project Cost: \$2,600,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

STREAM RESTORATION

CRITICAL MILESTONES

Identification of stream reaches for restoration **September 2009**
Coordinate with Civic Associations and other neighborhood groups **January 2010**

Project Description

This program provides 1,000 linear feet of restored stream per year.

Associated Master Plan:

Watershed Management Plan,
Stormwater Master Plan

Neighborhood:

County wide

Advisory Commission:

E2C2

COUNTY WIDE

Project Strategic Goal

This program is part of the County's overall strategy to improve water quality both locally and in water bodies downstream of the County (e.g. the Potomac River and the Chesapeake Bay). This program will help the County meet its requirements under the Total Maximum Daily Load (TMDL) regulations and its Municipal Separate Storm Sewer System (MS4) permit. The projects constructed under this program will help achieve these goals by reducing sediments and restoring habitat in County streams.

Project Justification

This initiates a program to fund long-term stream rehabilitation to stabilize existing stream channels suffering from severe bank erosion. Restored streams will help restore natural habitat, improve water quality, protect existing infrastructure, enhance recreational opportunities in County Parks, and reduce suspended solid loads to the Chesapeake Bay. Implementation of this program is projected to be over a minimum 200-year period.

While stream restoration is not required by any regulatory program, stream restoration is one of the most cost effective measures that can be taken to realize real environmental benefits at a specific location in the near term.

Associated Costs and Funding Sources

Total Project Cost: \$2,550,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

RETROFIT BALLSTON BEAVER POND

CRITICAL MILESTONES

Award design contract **January 2009**

Begin construction **July 2013**

Project Description

This project retrofits the existing Beaverdam Pond at I-66 and Fairfax Drive. The retrofit will perform the following functions: restoration of the designed detention characteristics; prevent "short-circuiting" of flow through the pond; and an overall improvement of water quality.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Waycroft-Woodlawn; Bluemont;
Ballston-Virginia Square

Advisory Commission:

E2C2

Project Strategic Goal

This project is part of the County's overall strategy to improve water quality both locally and in water bodies downstream of the County (e.g. the Potomac River and the Chesapeake Bay). This project is one of the few feasible wet ponds available to retrofit to improve water quality and will provide treatment for over 400 acres. This project will help the County meet its requirements under the Total Maximum Daily Load (TMDL) regulations and its Municipal Separate Storm Sewer System (MS4) permit. The project will help achieve these goals by reducing sediments, litter, nutrients, and other pollutants by creating a functioning wetland. The pollutants that are removed would otherwise be discharged to County streams, the Potomac River, and the Chesapeake Bay.

Project Justification

The retrofit will perform the following functions: restoration of the designed detention characteristics; prevent "short-circuiting" of flow through the pond; and an overall improvement of water quality through the biological uptake of nutrients by wetland plants, and through settlement of suspended solids in the pond forebay. This project will help implement MS4 permit goal to reduce pollutants in storm water "to the maximum extent practicable". Achieving these regional water quality goals will require a long term program.

Associated Costs and Funding Sources

Total Project Cost: \$750,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

PIMMIT RUN - PHASE II (WILLIAMSBURG BOULEVARD)

CRITICAL MILESTONES

Award contract **March 2009**
Start construction **May 2009**

Project Description

Upgrade of the culvert at Williamsburg Boulevard to increase capacity; rehabilitation of Little Pimmit Run channel between Williamsburg Blvd. and Little Falls Road.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Rock Spring

Advisory Commission:

E2C2

WILLIAMSBURG BOULEVARD AT LITTLE PIMMIT RUN

Project Strategic Goal

Reduce the frequency of flooding from Little Pimmit Run

Project Justification

This project reduces the frequency of flooding (flooded houses) upstream of Williamsburg Blvd., and prevents damage to individual parcels through rehabilitation of the channel.

Associated Costs and Funding Sources

Total Project Cost: \$2,000,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

PIMMIT RUN - PHASE III / IV

CRITICAL MILESTONES

<i>Community process</i>	ongoing
<i>Complete concept level designs 12 to 16 months from date of contract award for study</i>	Date of contract award dependent upon community process
<i>Final report with recommendations to County Board after completion of concept level designs</i>	December 2009 (dependent upon community process)

Project Description

Problem identification and watershed analysis as well as the development of concept-level designs and implementation for the solutions identified during the course of the study.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Rock Spring; Yorktown; Williamsburg;
Leeway

Advisory Commission:

E2C2

PIMMIT RUN BASIN

Project Strategic Goal

The goal of this project is to reduce flooding and channel erosion, and to enhance habitat and environmental quality. The County is working closely with residents to evaluate existing conditions and to explore options for improvements.

Project Justification

This project focuses on reducing flooding, channel erosion, and property damage. It also enhances channel stability and ecological conditions in Little Pimmit Run between Old Dominion Drive and the Arlington County line, in coordination with Fairfax County on stream conditions and impacts downstream of the county line.

This project addresses citizen concerns over the impact of development and storm drainage projects in the Pimmit Run basin on existing flooding, the potential for increased flooding, channel erosion, and environmental impacts downstream of Old Dominion Drive.

Associated Costs and Funding Sources

Total Project Cost: \$242,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

MAINTENANCE CAPITAL

CRITICAL MILESTONES

Identify and repair storm sewer facilities **As identified**

Project Description

Replacement / rehabilitation of existing storm drainage system.

Associated Master Plan:

Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

County wide

Advisory Commission:

E2C2

COUNTY WIDE

Project Strategic Goal

This category of projects provides for the orderly and planned replacement of storm sewer mains, catch basins, and endwalls (with their associated outfalls) as their condition deteriorates. Particular attention will be paid to the approximate 11 miles of corrugated metal pipes and plate arch culverts that have deteriorated more quickly than other materials.

Project Justification

A proactive program of capital maintenance increases the reliability of the collection system, and is anticipated to be less expensive in the long term than making major repairs on an emergency basis. The level of funding places the storm drainage system on an approximate 400-year replacement / rehabilitation cycle.

Associated Costs and Funding Sources

Total Project Cost: \$3,705,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

FOUR MILE RUN MASTER PLAN - STREAM RESTORATION

CRITICAL MILESTONES

<i>Begin design of demonstration project</i>	August 2008
<i>Construction of demonstration project</i>	July 2009
<i>Alluvial design completed</i>	2011
<i>Alluvial construction begins</i>	2012
<i>Alluvial construction completed</i>	2013

Project Description

The Four Mile Run Restoration core project includes channel and wetland restoration in both the tidal and alluvial areas. The project will improve stream stability, reduce sedimentation, protect sanitary and storm water infrastructure, enhance water quality and habitat, and provide enhanced passive recreation.

Associated Master Plan:

Four Mile Run Master Plan;
Watershed Management Plan;
Stormwater Master Plan

Neighborhood:

Aurora Highlands; Arlington Ridge;
Long Branch Creek; Columbia Forrest

Advisory Commission:

E2C2

FOUR MILE RUN BTWN POTOMAC RIVER & WALTER REED DRIVE

Project Strategic Goal

This project provides local matching funds to implement selected Master Plan project elements, including a demonstration project in the tidal area and subsequent key elements of the restoration project following completion of the US Army Corps of Engineers Feasibility Study in FY 2010. These elements of the Master Plan will enhance the environmental characteristics of the Four Mile Run flood control project by creating tidal wetlands and a stable low-flow channel within the levee corridor, thereby improving habitat and overall water quality and providing the basic foundation for the subsequent elements of the Master Plan.

Project Justification

This project will improve stream stability, reduce sedimentation, protect sanitary and storm water infrastructure, enhance water quality and habitat, and provide enhanced passive recreation. This project is the start of the implementation of the Four Mile Run Master Plan, approved by the County Board in March 2006. The funding provides local match funding to be able to take advantage of approximately \$1 million in State and Tribal Assistance grant funding that has already been provided for Arlington's share of the project, as well anticipated federal water resources funding that will become available once the Army Corps of Engineers completes its feasibility study. Federal water resources funding could provide up to 65 percent of the cost of project elements that qualify for funding through the Army Corps of Engineers.

Associated Costs and Funding Sources

Total Project Cost: \$7,409,000

Funding for this project is expected to come from the Sanitary District tax adopted as part of the FY 2009 budget.

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 daunting infrastructure investment level for local governments nationwide. Given Arlington's location in the Chesapeake Bay area and an aging system, significant investment is required over the next six years, particularly for Arlington's Water Pollution Control Plant (WPCP). Costs associated with these programs are funded through the Utility Fund.

6 Year Capital Program Costs (000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
Water Distribution System	2,200	1,600	2,950	2,950	2,950	2,950	15,600
Sanitary Sewer System Improvements	2,095	2,530	3,050	2,250	2,325	2,325	14,575
WPCP Non-expansion Capital	2,600	3,369	1,834	2,425	3,048	2,653	15,929
WPCP Expansion Capital	167,877	31,384	7,181	72	-	-	206,514
Capital Maintenance	8,486	8,050	7,800	8,100	7,950	7,950	48,336
Total Program Cost	183,258	46,933	22,815	15,797	16,273	15,878	300,954

Program Funding Sources (000s)

	FY09	FY10	FY11	FY12	FY13	FY14	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	4,295	4,130	6,000	5,200	5,275	5,275	30,175
Other Funding	23,172	16,989	7,506	414	359	377	48,817
Commonwealth Loan Funds	95,000	15,000	-	-	-	-	110,000
Master Lease	600	-	-	-	-	-	600
Special Tax District	-	-	-	-	-	-	-
PAYG	10,191	10,814	9,309	10,183	10,639	10,226	61,362
Bond Issue	50,000						50,000
Total Program Funding	183,258	46,933	22,815	15,797	16,273	15,878	300,954

Index to Water & Sewer Infrastructure

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Water Distribution System

Sanitary Sewer System Improvements

Water Pollution Control Plant Non-expansion Capital

Water Pollution Control Plant Expansion Capital

Water Pollution Control Plan Master Plan 2001 Update

Maintenance Capital

Water & Sewer Infrastructure Out Year Project Descriptions

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 (formerly known as hook-up fees) paid by developers fund these projects.

Master Plan Impact

The majority of the Water Distribution System projects are identified in the 1992 Master Plan. Any project not specifically identified in the Master Plan has been developed to support the priorities of the plan.

Bond Financing Notes

There are no bonds associated with these projects.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1 Old Dominion Dr N Thomas St to Lorcom Lane	-	200	-	-	-	-	200
2 Gravity Transmission Mains	800	800	800	800	800	800	4,800
3 Improvements for Development	300	300	300	300	300	300	1,800
4 Fairfax/Falls Church Interconnect	-	-	600	600	600	600	2,400
5 Reservoir Supply Phase II	800	-	950	950	950	950	4,600
6 Columbia Pike Four Mile Run to S Glebe Road	300	300	300	300	300	300	1,800
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	2,200	1,600	2,950	2,950	2,950	2,950	15,600

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding	-	-	-	-	-	-	-
Total Outside Revenue	2,200	1,600	2,950	2,950	2,950	2,950	15,600
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	2,200	1,600	2,950	2,950	2,950	2,950	15,600

BOND FINANCING IMPACT (000s)

Bond Financing Cost (P&I)	-	-	-	-	-	-	-
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SANITARY SEWER SYSTEM

IMPROVEMENTS

Program Description

The Sanitary Sewer System Improvements and the Infiltration & Inflow Program address the capacity and rehabilitation of the sanitary sewer system. These projects ensure the sewer system does not fall into disrepair and maintains adequate capacity to support residential and commercial growth. Infrastructure availability fees paid by developers fund these projects. Larger maintenance projects are funded through utility user fees and bond financing. 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 Sanitary Sewer Collection System Master Plan adopted December 2002.

Bond Financing Notes

There are no bonds associated with these projects.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1 Infiltration & Inflow	350	-	-	-	-	-	350
2 Four Mile Run Junction Chambers	-	350	-	-	-	-	350
3 Potomac Interceptor Phase 2	-	-	1,000	1,000	1,000	1,000	4,000
4 Improvements for Development	100	100	150	150	200	200	900
5 Stub Elimination Program	75	75	100	100	125	125	600
6 Potomac Interceptor Phase 3	1,000	-	1,000	1,000	1,000	1,000	5,000
7 Spout Run	80	-	-	-	-	-	80
8 Bon Air Park	80	-	-	-	-	-	80
9 N. Sycamore St.	210	-	-	-	-	-	210
10 N. Meade St.	200	-	-	-	-	-	200
11 Fairlington Sewers	-	1,000	-	-	-	-	1,000
12 25th Place N, George Mason Dr. to N. Emerson St.	-	180	-	-	-	-	180
13 S. Glebe Rd. 3rd St. S.	-	125	-	-	-	-	125
14 Columbia Pike, S. Oakland St. to S. Quincy St.	-	500	-	-	-	-	500
15 North Abingdon Street, Wilson Blvd. to N. Carlyn Springs Rd.	-	200	800	-	-	-	1,000
Total Program Cost	2,095	2,530	3,050	2,250	2,325	2,325	14,575

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	2,095	2,530	3,050	2,250	2,325	2,325	14,575
Other funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	2,095	2,530	3,050	2,250	2,325	2,325	14,575

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	-	-	-	-	-	-

Program Description

This program provides funding for all water and sewer replacement or 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 capital maintenance costs. Infiltration and Inflow projects are identified annually through flow monitoring, manhole inspections, field surveys, and TV inspections of sanitary sewers. Additionally, a new rock crusher will be purchased in FY 2009 in order to recycle concrete and asphalt into construction stone. This will save costs for purchase of construction materials, as well as saving disposal costs.

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

The rock crusher will be financed through the Master Lease, and payments are based on a 10-year useful life.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1 Large Diameter Water Main	450	500	500	500	500	500	2,950
2 Large Valve Program	150	150	200	200	250	250	1,200
3 Four-Inch and Smaller Water Mains	200	200	250	250	300	300	1,500
4 Water Main Cleaning and Lining	800	800	850	850	900	900	5,100
Projects							
5 Emergency Water Main Breaks/ Un-planned Non-expansion Projects	350	350	400	400	450	450	2,400
6 Washington Aqueduct Capital	2,786	2,550	2,550	2,550	2,550	2,550	15,536
7 Infiltration and Inflow	1,450	2,100	2,100	2,100	2,100	2,100	11,950
8 Large Diameter Sewer Rehabilitation	300	300	350	350	400	400	2,100
9 S Glebe Rd-Long Branch to Arlington Ridge Rd	500	-	-	-	-	-	500
10 Water Tank Rehabilitation	500	500	500	500	500	500	3,000
11 Sewer Force Mains	400	600	100	400	-	-	1,500
12 Rock Crusher	600	-	-	-	-	-	600
Total Recommendation	8,486	8,050	7,800	8,100	7,950	7,950	48,336

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Revenue from the Commonwealth	-	-	-	-	-	-	-
Developer Contribution	-	-	-	-	-	-	-
Other funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	600	-	-	-	-	-	600
Special Tax District	-	-	-	-	-	-	-
PAYG	7,886	8,050	7,800	8,100	7,950	7,950	47,736
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	8,486	8,050	7,800	8,100	7,950	7,950	48,336

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	78	78	78	78	78	78

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.

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.

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 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1. WPCP Master Plan 2001 Update	167,877	31,384	7,181	72	-	-	206,514
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
Total Recommendation	167,877	31,384	7,181	72	-	-	206,514

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding	22,877	16,384	7,181	72	-	-	46,514
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	95,000	15,000	-	-	-	-	110,000
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	50,000	-	-	-	-	-	50,000
Total Funding Sources	167,877	31,384	7,181	72	-	-	206,514

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	0	3,500	4,450	4,961	4,831	4,700

1. WPCP MASTER PLAN 2001 UPDATE

CRITICAL MILESTONES

<i>Begin CP-1 & CP-2</i>	Sep-06
<i>Complete CP-1</i>	Spring 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 below the current grant limit of 8mg/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 and 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. 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 \$93 million. At this time, it is difficult to project how much of this grant will be funded, but it is anticipated that at least \$62 million, or 10 percent of the project cost, will be received. This is dependent on several factors, including grant demand across the state for the same funds. The total grant was appropriated in FY 2007. County ratepayers' share totals 73 percent of project costs and IJ partners' share totals the remaining approximately 17 percent. The sources of funding other than the grant and IJ partners comes 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 (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
A & E	19,846	3,710	849	9	-	-	24,414
Land Acquisition	-	-	-	-	-	-	-
Construction	148,031	27,674	6,332	63	-	-	182,100
Relocation and Temp Facilities	-	-	-	-	-	-	-
Equipment and Furnishings	-	-	-	-	-	-	-
Total Project Cost	167,877	31,384	7,181	72	-	-	206,514

Notes on Cost Estimates

The total MP01 Project budget is \$568.1 million.

FUNDING SCHEDULE (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Commonwealth Revenue	-	-	-	-	-	-	-
Developer Contributions	-	-	-	-	-	-	-
Other Funding	22,877	16,384	7,181	72	-	-	46,514
PAYG	-	-	-	-	-	-	-
Commonwealth Loan Funds	95,000	15,000	-	-	-	-	110,000
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	50,000	-	-	-	-	-	50,000
Total County Contribution	167,877	31,384	7,181	72	-	-	206,514

Notes on Funding Schedule

Inter-Jurisdictional (IJ) revenue is listed as Other Funding and for the Upgrade portion of the MP01 costs based on each IJ partner's reserve capacity and the upgrade portion of each contract. (Source: January 2008 cashflow projection)

PROJECTED ADDITIONAL OPERATING COSTS (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Anticipated FTEs	-	-	-	-	-	-
New Operations Cost	67	1,300	1,400	1,500	1,600	1,750
New Facilities Cost	-	-	-	-	-	-
Master Lease Financing Cost	-	-	-	-	-	-
Maintenance Capital Impact	-	-	-	-	-	-
Gross Operating Cost	67	1,300	1,400	1,500	1,600	1,750
<i>Less Fees</i>	-	-	-	-	-	-
Net Operating Cost	67	1,300	1,400	1,500	1,600	1,750

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.

WPCP NON-EXPANSION

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 14 lift 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 District of Columbia Water and Sewer Authority's 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 and environment through the cost-effective treatment and disposal of wastewater generated in Arlington County.

Bond Financing Notes

There are no bonds associated with these projects.

6 YEAR PROGRAMMED SUMMARY (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
1 WPCP Non-expansion Capital	1,973	2,665	1,433	1,505	1,580	1,659	10,815
2 Blue Plains Capital Improvements	627	704	401	920	1,468	994	5,114
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Recommendation	2,600	3,369	1,834	2,425	3,048	2,653	15,929

PROGRAM FUNDING SOURCES (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Other Funding	295	605	325	342	359	377	2,303
Total Outside Revenue	295	605	325	342	359	377	2,303
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	2,305	2,764	1,509	2,083	2,689	2,276	13,626
Bond Issue	-	-	-	-	-	-	-
Total Funding Sources	2,600	3,369	1,834	2,425	3,048	2,653	15,929

BOND FINANCING IMPACT (000s)

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14
Bond Financing Cost (P&I)	-	-	-	-	-	-

OUT YEAR PROJECTS

Water Distribution System

Old Dominion Drive

Project V in the 1992 Water System Master Plan. This project loops an existing dead end water main from North Thomas Street to Lorcom Lane. It will improve fire flow and redundancy in the area.

Fairfax/Falls Church Interconnect

This project will provide funding to interconnect the water systems of Arlington County with the water systems of the City of Falls Church and Fairfax County to provide for redundancy in our water supply alternatives. This may include additional crossings of the Potomac River for the Falls Church water system, connections to large diameter transmission mains in the Fairfax County system, new transmission mains from Falls Church or Fairfax County to Arlington and/or new pumping station capacity within Arlington's, Falls Church's or Fairfax's water distribution systems.

Sanitary Sewer Improvements

Four Mile Run Junction Chambers

This project will provide junction chambers with manual or automatic gates as appropriate to allow crews to redirect flow for maintenance, emergencies or as necessary from one interceptor sewer to the other along the Four Mile Run gravity and relief sewer system. Currently, the manholes at these junctions provide no controls, just access and weirs that apportion the flow according to pre-set parameters but with no designed way to stop flow in either line if necessary to effect repairs downstream. Work will begin with several junction chamber manholes, starting closer to the wastewater treatment plant and then working west and north to give flexibility in operation along the entire Four Mile Run system.

Potomac Interceptor – Phase 2

This project will construct a parallel sanitary sewer to the 54-inch Potomac Interceptor located in S. Joyce Street and Army Navy Drive. The current interceptor is 54 inches in diameter along these streets, carries 40 percent of the County's sewage and has no parallel line.

Fairlington Sewers

These projects remove bottlenecks in the Fairlington sanitary sewer system identified during County staff investigations following the June 2006 rainstorm. This storm helped identify over capacity pipes that were not included in the existing County sanitary sewer model. One location is at the intersection of South Utah St and 34th Street South and consists of approximately 825 feet of new 12-inch sewer. The other location is near the intersection of South Utah and 32nd Street South and consists of construction of approximately 500 feet 18-inch bypass sewer.

25th Place N. George Mason Drive

This project removes a bottleneck in the sanitary sewer system identified during County staff investigations following the June 2006 rainstorm. This storm helped identify over capacity pipes that were not included in the existing County sanitary sewer model. This project consists of approximately 600 feet of new 10-inch sanitary sewer.

S. Glebe Road

This project removes a bottleneck in the sanitary sewer system identified during County staff investigations following the June 2006 rainstorm. This storm helped identify over capacity pipes that were not included in the existing County sanitary sewer model. This project consists of approximately 375 feet of new 12-inch sanitary sewer.

Columbia Pike

This project removes a bottleneck in the sanitary sewer system identified during County staff investigations following the June 2006 rainstorm. This storm helped identify over capacity pipes that were not included in the existing County sanitary sewer model. This project consists of approximately 850 feet of new 12-inch sanitary sewer.

N. Abingdon Street

Homes in the project area had sanitary sewer backups during the June 2006 rainstorm due to higher than expected infiltration and inflow from upstream areas. The project area has two 18-inch sewers, one built in 1935 and the other in 1966. This project will replace the existing 18 inch sanitary sewer built in 1935 with a new 27-inch sanitary sewer. The project will increase sanitary sewer capacity to help prevent sewer backups during major storm events and replace an aging sanitary sewer main with a larger pipe.



Arlington Public Schools
School Board's Adopted
FY 2009 – FY 2014 Capital Improvement Plan



Yorktown High School



Wakefield High School



Career Center



Jefferson Middle School

Arlington, Virginia
www.arlington.k12.va.us

May 29, 2008



Arlington Public Schools
FY 2009 – FY 2014 School Board's Adopted
Capital Improvement Plan

School Board

Edward J. Fendley, Chair
Sally M. Baird, Vice Chair
Libby Garvey
Abby Raphael
Frank K. Wilson

Superintendent

Dr. Robert G. Smith



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May 29, 2008

Mr. Walter Tejada
Chair, Arlington County Board
2100 Clarendon Boulevard
Arlington, Virginia 22201

Dear Mr. Tejada,

I am pleased to present the FY 2009 – FY 2014 Adopted Capital Improvement Plan (CIP) for the Arlington Public Schools (APS). This proposed plan, responsive to the School Board's direction on the Capital Improvement Plan, builds on the progress made since 1988 when the school system first crafted a formal CIP supported by a bond referendum every two years.

Since the 1994 bond referendum, the CIP 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 January of this year, citizens around the county welcomed the first phase of the Washington-Lee High School building, a state-of-the-art educational facility that is the latest example of the commitment of Arlington citizens to provide our students high-quality learning environments. Construction is underway on the Reed/Westover Library project and the design is complete for the Yorktown High School renewal. Through bond referenda since 1988, the community has provided over \$409 million for school construction.

As construction costs have soared over the past few years, we have become concerned with the rise in the amount and proportion of our budget going to retiring the bond debt and its potential impact on our ability to continue to improve the delivery of educational services. As you know, in a memo to the Arlington County Board in January 2008, the County Manager expressed a similar concern about the rate of growth in the County's debt service and proposed limiting it each year. In the interest of prudent planning, Arlington Public Schools and Arlington County Government (ACG) staffs met over several months to discuss the capital needs of the entire community and how a capital plan could be developed to meet those needs while slowing the debt service growth rate. The agreement resulting from those discussions includes a limit on the average annual growth in debt service for the planning period of no more than 5% for each of our organizations. Additionally, we have agreed that debt retirement will constitute less than 10% of our operating budgets. Whether debt service as a percentage of total expenditures is calculated separately for each entity or in combination remains unresolved. However, this issue had no practical impact on the development of this CIP.

This six-year CIP stays well within the limits to which we have agreed and provides full funding to complete the construction of Yorktown and Wakefield high schools. It also addresses capital needs at Wakefield, Thomas Jefferson Middle School and the Career Center to keep them functioning well until their renewal and/or reconstruction can be addressed. The six-year Capital Improvement Plan totals \$257,765,890, with \$256,105,000 funded by bonds. Over the course of the expenditures through FY 2017, the average growth in debt service is estimated at less than 3.84% and the debt retirement expenditures stay at about 8.2% or less as a proportion of the operating budget, ranging from 7.31% to 8.23%.

The proposed 2008 bond referendum includes funds to complete the construction of Yorktown High School (\$82.975M), complete the design of Wakefield High School (\$11.1M) and to address capital needs at the Career Center (\$5.35M), totaling \$99,425,000.

We have estimated the 2010 and 2012 bond referenda at \$156.68M and \$0 respectively, but have also displayed the amounts and years in which bonds would be sold, which are the important variables in determining the rate of debt growth.

We believe this CIP recognizes the need to slow the accumulation of debt while addressing our most pressing capital needs in a way that is responsive to your priorities and to the needs of the students of the Arlington Public Schools.

Given the continuing support for public education in the Arlington community, I am confident that we will meet the challenges of delivering, in fiscally prudent ways, the necessary capital improvements for our community's schools. Implementation of the capital plan will allow Arlington to provide high quality instructional environments into the foreseeable future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ed J. Fendley', with a stylized, looped flourish at the end.

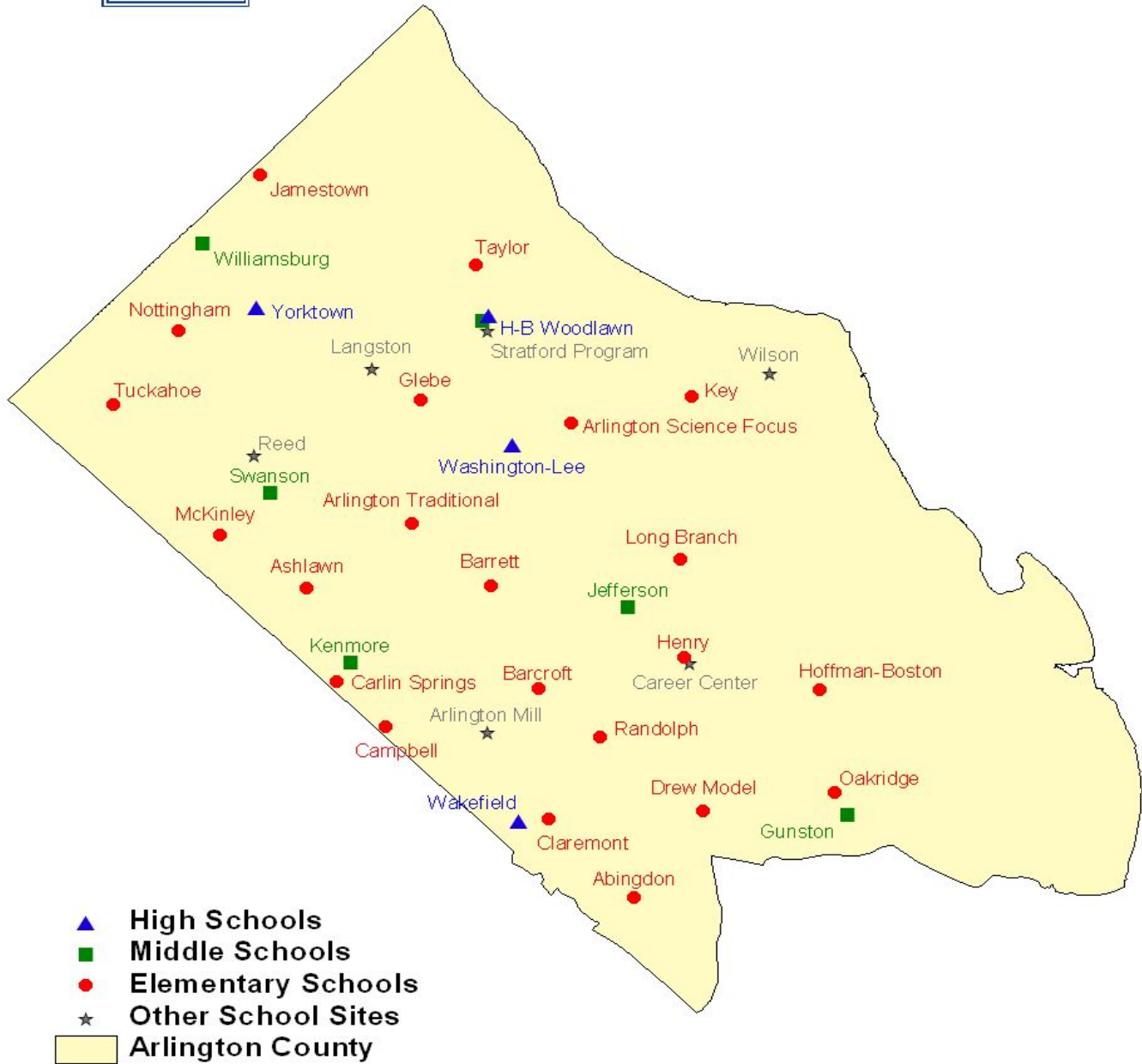
Ed J. Fendley
Chair, Arlington School Board

CIP Development Calendar

August 3	MC/MM request package sent to Principals and Program Managers
September 14	Principals and Program Managers submit completed MC/MM request forms to Facilities
November 27	Draft of FY 2009 MC/MM presented to Senior Staff
December 10	Administrative Council review of draft MC/MM projects
April 8	Senior Staff review of preliminary CIP
April 14	Administrative Council review of preliminary CIP
April 22	Senior Staff preliminary review of AFSAP Senior Staff review of final CIP
May 1	Board Information Item – AFSAP
May 1	Board Information Item – Superintendent’s Proposed FY 2009 – FY 2014 CIP
May 6	CIP Work Session # 1
May 13	CIP Work Session # 2
May 22	CIP Public Hearing
May 29	Board Action Item – Adopted FY 2009 – FY 2014 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 2009 – FY 2014 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 2007-2012 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. The formula for FY 2009, updated in fall 2007 based on changes in enrollment, allocates net local County tax revenue (gross revenues less tax refunds) between the County (51.9%) and the Schools (48.1%). The formula is updated annually. This 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 reviewed each year but 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 2009 – FY 2014 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.

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 2009 – FY 2014 CIP:

FY 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	Total
Major Construction							
Bond Funding	\$99,425,000	\$0	\$156,680,000	\$0	\$0	\$0	\$256,105,000
Current Revenues	\$1,660,890	\$0	\$0	\$0	\$0	\$0	\$1,660,890
Sub -Total	\$101,085,890	\$0	\$156,680,000	\$0	\$0	\$0	\$257,765,890
Minor Construction/ Major Maintenance							
Current Revenues	\$10,450,502	\$5,045,644	\$5,106,844	\$5,186,544	\$5,283,344	\$5,395,644	\$36,468,522
Total	\$111,536,392	\$5,045,644	\$161,786,844	\$5,186,544	\$5,283,344	\$5,395,644	\$294,234,412

See page 11 for specific projects associated with the Major Construction funds and page 27 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 Improvement 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 Direction

SCHOOL BOARD DIRECTION

On September 20, 2007, the School Board provided the following direction on the FY 2009 – FY 2014 Capital Improvement Plan:

THE SUPERINTENDENT’S PROPOSED FY 2009 – FY 2014 CAPITAL IMPROVEMENT PLAN (CIP) WILL:

- Identify a source for the remaining funding needed to complete the Washington-Lee High project.
- Use the latest design plans to refine the cost estimates for the Yorktown High project.
- Rank order the three major projects currently in design (Career Center (including High School Continuation), Thomas Jefferson Middle School, Wakefield High School) and set up funding by year for these projects.

The order of the projects will be based on:

- Project cost and availability of funding;
 - Project feasibility studies and schematic designs;
 - Condition of the buildings and the learning environment;
 - Capacity needs;
 - Analysis of the Multi-site Study recommendations;
 - Consequences of deferral for each site;
 - Relationship between projects, if any;
 - Discussions with Arlington County Government in regard to inherently joint projects; and
 - An analysis of the debt associated with the planned projects, the effect on the availability of both operating and capital funds for FY 2009 and future years, and the degree to which the School's debt fits the County's debt guidelines.
- Identify major maintenance investments for facilities where renewal is deferred.
 - Access potential for capital funding from alternative sources such as:
 - Public Private Educational & Infrastructure Act
 - Higher Education partners
 - Performance contracting
 - Savings on leased space
 - Reflect continued coordination of the County and School CIP processes and provide information on the interaction of County and School projects.

RESPONSE TO SCHOOL BOARD DIRECTION

Each bullet listed below provides staff's response to each bullet in the School Board's framework shown on the previous page.

- Washington-Lee Project The Board directed staff to identify a source to complete the funding for this project. As part of FY 2007 close out, \$4,496,956 was allocated to Washington-Lee, leaving a balance of \$500,000 to be funded. These funds will come from current revenues in the FY 2009 budget.
- Yorktown High School Project The Board directed staff to provide an updated cost estimate for this project. The current cost projection is \$109,975,000. As part of the 2004 and 2006 bonds, \$27,000,000 was allocated to the project. The FY 2009 – FY 2014 CIP includes an additional \$82,975,000 to come from a bond referendum to be presented to Arlington County voters in November 2008. If approved, funding for this project will be complete.
- Prioritization of Projects The School Board's framework for the CIP directed staff to "rank order the three major projects currently in design (Career Center (including High School Continuation), Thomas Jefferson Middle School, Wakefield High School) and set up funding by year for these projects." In October 2007, the School Board held a work session on the resumption of the BLPC process which included an analysis of the CIP funding required as well as the available funding for these projects. Over the past ten years, APS has taken on significant debt to reconstruct its aging school buildings. With the cost of funding the Washington–Lee and Yorktown projects along with APS's existing debt service, it would not be possible to fund all three projects listed in the framework as part of the FY 2009 – FY 2014 CIP. The School Board, through its discussions with the community, determined APS would proceed with the Wakefield High School project only. As shown on page 11, \$11,100,000 is included for design and pre-construction needs in the 2008 bond referendum and \$156,680,000 is included in the 2010 bond referendum for construction.

In order to address the current capital needs of Wakefield High School and the other two major projects listed in the framework, (Career Center and Thomas Jefferson), the School Board requested staff to complete a capital needs plan and budget for these buildings that would allow them to function effectively for a number of years until funding is available for their reconstruction.

- Capital Needs As referenced above, funds are not identified in this CIP for the reconstruction of the Career Center or Thomas Jefferson. This CIP includes a total of \$12,436,000 to address the capital needs of these two buildings until funds are identified from other sources or in future CIPs, and for Wakefield until construction funds are available in 2013. Of the \$12.4 million, \$5,350,000 is included in the FY 2008 bond referendum, \$5,000,000 will come from current revenues, and \$2,086,000 will come from the County for its portion of the Career Center and Jefferson capital needs.

These funds will be used to repair/replace major mechanical, electrical, and plumbing systems, along with any repairs needed to the structures and roofs of the buildings. Also of high priority will be repairs to life safety systems.

-
- Access Potential for Capital Funding Alternatives The School Board directed staff to review alternative funding sources for capital projects such as:
 - Public Private Educational & Infrastructure Act (PPEA)
 - Higher Education partners
 - Performance contracting
 - Savings on leased space

The different types of financing sources listed above were reviewed as part of the Multi-site Study. This study explains how PPEA, lease purchase financing, performance contracting, and tax increment-financing work. APS has started to look at these types of financing options for future projects. Currently, APS and the County are reviewing options for a public/private joint use project at the Wilson School site. As part of the conceptual plan design of the Career Center, APS is exploring the possibility of partnering with Northern Virginia Community College in a joint venture.

- Coordination of Projects As part of developing the CIP, the School Board directed staff to coordinate the process with the County staff. After a series of meetings, APS and County staff have agreed to an average growth rate in debt service over the planning period and the sharing of costs for the major maintenance needs at the Career Center and Thomas Jefferson.

FUTURE STUDIES AND DIRECTION

The FY 2009 CIP Work Plan will include areas staff will address during the upcoming year including daylighting at Thomas Jefferson, the Career Center, and the Arlington Mill High School Continuation program.





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 which is currently in progress, and the planned project at Yorktown (Phase II).
- *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 better – 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 2004, a \$78.1 million referendum passed with 80% of voters' approval and in 2006, \$33.7 million was approved by 77% of the voters. Since 1988 – the year of APS' first CIP – no school bond referendum has failed voter approval. In fact, since then no school bond referendum has received less than 73% voter approval.

The tables below outline the funding approved in the referenda from 1996 to 2006 and proposed for the referenda in 2008 and 2010. Summary information on all APS major construction projects since 1996 may be found on pages 31-32 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		
New Projects		Ongoing Projects
Career Center - Design	Washington-Lee High School	Reed School - Design
Jefferson Middle School - Design	Yorktown High School - Phase II	
Wakefield High School - Design		

2008 Bond Referendum = \$99,425,000	
New Projects	Ongoing Projects
Career Center - Capital Needs	Yorktown High School - Phase II Construction
	Wakefield High School - Design

2010 Bond Referendum = \$156,680,000	
New Projects	
Wakefield High School - Construction	

2012 – No Referendum

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, \$500,000 in current revenue is proposed in the FY 2009 budget to provide the remaining funds necessary for the reconstruction of Washington-Lee High School. Additionally, \$1,160,890 is proposed to complete the funding needed for the Reed project. Current revenues for major construction projects for the six-year plan total \$1,660,890.

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/ Current Revenue	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	FY 09-14
Career Center	\$1,400,000	\$5,350,000	\$0	\$0	\$0	\$0	\$0	\$5,350,000
Jefferson Middle School	\$4,697,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Wakefield High School	\$2,815,000	\$11,100,000	\$0	\$156,680,000	\$0	\$0	\$0	\$167,780,000
Washington-Lee High Sch.	\$68,665,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Washington-Lee High Sch.	\$29,165,050	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Yorktown High Sch.-Ph. II	\$27,000,000	\$82,975,000	\$0	\$0	\$0	\$0	\$0	\$82,975,000
Reed-Phase II	\$4,207,400	\$1,160,890	\$0	\$0	\$0	\$0	\$0	\$1,160,890
Reed-Phase II	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$148,610,450	\$101,085,890	\$0	\$156,680,000	\$0	\$0	\$0	\$257,765,890
Revenue								
General Obligation Bond	\$115,238,000	\$99,425,000	\$0	\$156,680,000	\$0	\$0	\$0	\$256,105,000
Current Revenue	\$33,372,450	\$1,660,890	\$0	\$0	\$0	\$0	\$0	\$1,660,890
Total	\$148,610,450	\$101,085,890	\$0	\$156,680,000	\$0	\$0	\$0	\$257,765,890

- Grey highlights indicate funding from current revenues.
- A portion of the previous allocations of funding for design of Wakefield (\$4,477,000), Jefferson (\$2,345,000), and Career Center (\$2,000,000) have been reallocated to the Washington-Lee and Reed projects in exchange for current revenues that will be used for major maintenance needs at the Career Center, Jefferson, and Wakefield.

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 5% as agreed by APS and ACG. Also the debt service as a percent of total APS expenditures does not exceed 10% over the planning period.

ANNUAL BOND SALES - FY 2009 - FY 2014 PLUS OUT YEARS (in millions)									
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total
Yorktown	\$31.500	\$26.830	\$13.545	\$11.100					\$82.975
Wakefield	\$5.550	\$5.550			\$31.350	\$31.350	\$62.675	\$31.305	\$167.780
Capital Needs	\$5.350								\$8.700
Total	\$42.400	\$32.380	\$13.545	\$11.100	\$31.350	\$31.350	\$62.675	\$31.305	\$259.455
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Debt Service Growth		8.31%	5.88%	-0.10%	-3.38%	5.34%	1.20%	9.28%	4.18%
6-year Rolling Average							2.88%	3.04%	2.75%
DS % of Total Expend.	7.72%	8.06%	8.23%	7.92%	7.38%	7.50%	7.31%	7.70%	7.74%

CAPACITY ANALYSIS

Projected student capacity for APS in September 2008 is 20,430 seats. This capacity includes additional space made available when Phase I of the reconstructed Washington-Lee High School was occupied. This number does not include capacity provided by relocatable classrooms. Overall, APS currently uses 91.5% of its building capacity and has 1,713 seats available countywide. These seats, however, are not evenly distributed throughout APS buildings.

Whereas in previous years the focus has been on elementary school additions and renewals, the renewal of secondary schools is the focus of the FY 2009 – FY 2014 CIP. None of the proposed projects for FY 2009 – FY 2014 will increase school capacities.

The following table shows enrollment (current and projected) vs. capacity for each APS school building for the CIP planning years.

School	Capacity	2008		2009		2010		2011		2012		2013	
		Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent	Enrollment	Percent
Abingdon	560	384	68.6%	370	66.1%	373	66.6%	371	66.3%	375	67.0%	373	66.6%
ASF	463	485	104.8%	485	104.8%	481	103.9%	488	105.4%	466	100.6%	460	99.4%
ATS	442	442	100.0%	442	100.0%	442	100.0%	442	100.0%	442	100.0%	442	100.0%
Ashlawn	418	371	88.8%	397	95.0%	410	98.1%	430	102.9%	423	101.2%	427	102.2%
Barcroft	442	344	77.8%	328	74.2%	315	71.3%	312	70.6%	321	72.6%	317	71.7%
Barrett	531	484	91.1%	493	92.8%	525	98.9%	539	101.5%	531	100.0%	519	97.7%
Campbell	397	326	82.1%	337	84.9%	361	90.9%	362	91.2%	374	94.2%	374	94.2%
Carlin Springs	563	495	87.9%	470	83.5%	477	84.7%	470	83.5%	486	86.3%	480	85.3%
Claremont	515	484	94.0%	466	90.5%	465	90.3%	458	88.9%	465	90.3%	465	90.3%
Draw	558	541	97.0%	555	99.5%	561	100.5%	569	102.0%	563	100.9%	563	100.9%
Glebe	422	427	101.2%	442	104.7%	444	105.2%	454	107.6%	450	106.6%	449	106.4%
Henry	419	339	80.9%	364	86.9%	365	87.1%	372	88.8%	370	88.3%	368	87.8%
Hoffman-Bos.	581	324	55.8%	315	54.2%	296	50.9%	296	50.9%	301	51.8%	299	51.5%
Jamestown	572	524	91.6%	545	95.3%	535	93.5%	530	92.7%	542	94.8%	537	93.9%
Key	626	572	91.4%	574	91.7%	566	90.4%	558	89.1%	553	88.3%	559	89.3%
Long Branch	493	452	91.7%	444	90.1%	452	91.7%	447	90.7%	450	91.3%	450	91.3%
McKinley	402	428	106.5%	410	102.0%	427	106.2%	430	107.0%	430	107.0%	428	106.5%
Nottingham	469	472	100.6%	505	107.7%	514	109.6%	529	112.8%	510	108.7%	518	110.4%
Oakridge	560	492	87.9%	489	87.3%	483	86.3%	485	86.6%	486	86.8%	486	86.8%
Randolph	420	357	85.0%	327	77.9%	310	73.8%	315	75.0%	325	77.4%	324	77.1%
Taylor	631	590	93.5%	596	94.5%	611	96.8%	623	98.7%	632	100.2%	623	98.7%
Tuckahoe	499	543	108.8%	537	107.6%	532	106.6%	544	109.0%	530	106.2%	537	107.6%
Total Elem. Cap	10983	9876	89.9%	9891	90.1%	9945	90.5%	10024	91.3%	10025	91.3%	9998	91.0%
Gunston	798	531	66.5%	514	64.4%	530	66.4%	534	66.9%	563	70.6%	574	71.9%
Jefferson	812	565	69.6%	534	65.8%	560	69.0%	563	69.3%	588	72.4%	598	73.6%
Kenmore	850	808	95.1%	889	104.6%	902	106.1%	908	106.8%	948	111.5%	963	113.3%
Swanson	815	752	92.3%	745	91.4%	766	94.0%	772	94.7%	806	98.9%	818	100.4%
Williamsburg	850	897	105.5%	896	105.4%	923	108.6%	929	109.3%	968	113.9%	985	115.9%
H-B Woodlawn	205	207	94.5%	207	94.5%	207	94.5%	207	94.5%	207	94.5%	207	94.5%
Total Middle Cap	4330	3760	86.8%	3571	82.5%	3888	89.8%	3913	90.4%	4080	94.2%	4145	95.7%
Wakefield	1564	1438	91.9%	1385	88.6%	1376	88.0%	1398	89.4%	1382	88.4%	1414	90.4%
Wash.-Lee+	1600	1584	99.0%	1557	97.3%	1543	96.4%	1547	96.7%	1539	96.2%	1570	98.1%
Yorktown	1595	1670	104.7%	1672	104.8%	1690	106.0%	1673	104.9%	1671	104.8%	1709	107.1%
H-B Woodlawn	358	389	104.6%	389	104.6%	389	104.6%	389	104.6%	389	104.6%	389	104.6%
Total High Cap*	5117	5081	99.3%	4872	95.2%	4998	97.7%	5007	97.9%	4981	97.3%	5082	99.3%
Total	20430	18717	91.5%	17864	86.8%	18831	91.5%	18944	92.0%	19086	92.7%	19225	93.4%
Integration Station*	n/a	30	n/a	24	n/a	24	n/a	24	n/a	24	n/a	24	n/a
Stratford Prog.*	n/a	40	n/a	35	n/a	35	n/a	35	n/a	35	n/a	35	n/a
Arl. Mill*	n/a	184	n/a	190	n/a	174	n/a	195	n/a	186	n/a	193	n/a
Langston*	n/a	91	n/a	86	n/a	80	n/a	92	n/a	99	n/a	97	n/a
Enrollment TOTAL		19062		18199		19144		19290		19430		19574	

Capacity is not currently calculated for APS' High School Continuation Programs or for Integration Station or the Stratford Program.

+Washington-Lee's capacity changes in 2008 to 1600 to reflect the opening of Phase I of the new building.

*High school students (approx.125) who are enrolled at the Career Center in full-day programs are counted in their home high school enrollment figures.

Last update: March 14, 2008 (2008 numbers and Elementary schools affected by boundary/program moves)

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.

Professional cost estimators caution that escalation is both speculative and unpredictable and should be re-evaluated periodically. After consulting with a professional cost estimator and general contractors, APS staff used an escalation factor of 5% in this CIP. This is considered to be a conservative estimate. As projects are being developed, APS staff will continue to refine the market escalations used.

FINANCIAL ANALYSIS

As outlined in the previous sections, projects proposed for inclusion in the CIP are first evaluated on a number of factors primarily based on needs. Once that evaluation is complete, an analysis of APS' financial capacity is performed. Both the analysis of need and the analysis of financial capacity must be considered in the development of the CIP and the final placement of projects over the 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. Previously, County and APS staff used the following debt guidelines to develop both the County and APS proposed capital improvement plans each year:

- Total tax-supported debt service payments as a percent of current expenditures will not exceed 10% (here, current expenditures includes all funds except the Capital Projects Fund)
- Debt per capita/per capita income ratio will not exceed 6%
- Net tax-supported debt as a percentage of assessed property value ratio will not exceed 4%

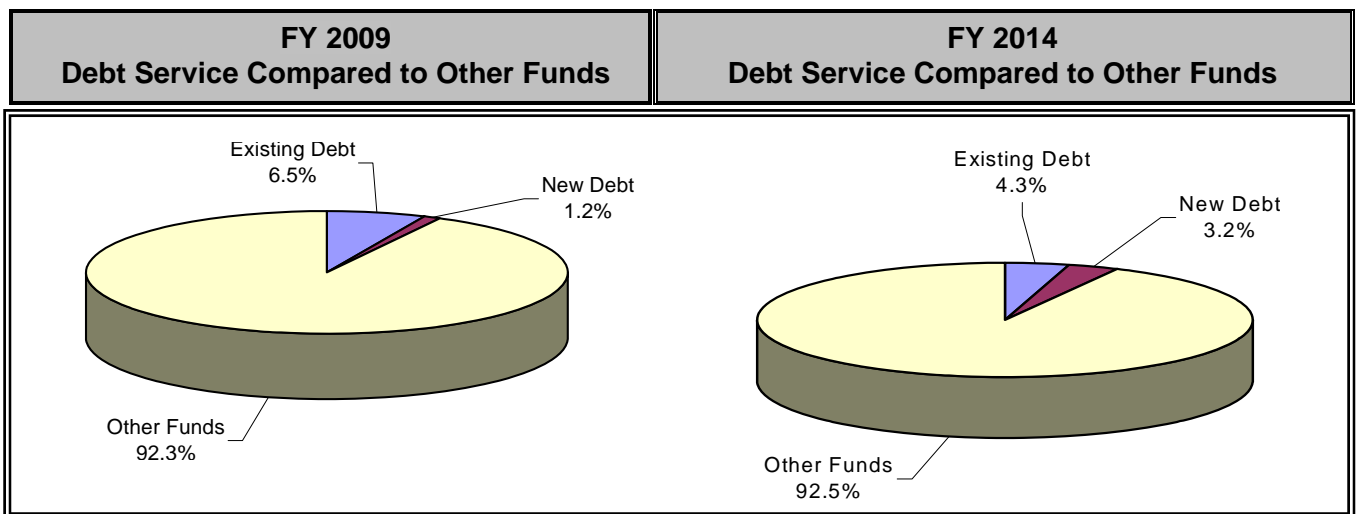
When assessing the debt guidelines, County and APS debt was combined for the debt per capita/per capita income ratio and the debt/property value ratio but, prior to this CIP, each entity was assessed independently for the debt service as a percent of current expenditures ratio.

In a memo dated January 16, 2008, from the County Manager to the Arlington County Board, the County Manager expressed concern about the rate of growth in the County's debt service and proposed limiting this growth each year. The County Manager's proposal outlined changes in the allocation of debt capacity for the Arlington County Government (ACG) and the Arlington Public Schools (APS). APS understands and appreciates the County Manager's concern over the rate of growth in Arlington's total debt service. APS and ACG staffs met over the course of several months to discuss the capital needs of the entire community and how a capital plan could be developed to meet those needs while slowing the rate of growth in debt service. APS and ACG have agreed that the average annual growth in debt service for the planning period will not exceed 5% for each of our organizations. Whether debt service as a percentage of total expenditures is calculated separately for

each entity or in combination remains unresolved. However, this issue has no practical impact on the development of this CIP.

The tables on page 11 show the projects that are included in APS' FY 2009 – FY 2014 CIP as well as the timing of the sale of the bonds associated with these projects that allows us to meet the agreed-upon criterion. While the amounts included in two bond referenda 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 each bond referendum. The 2010 referendum will seek authorization for the full amount for construction of Wakefield High School even though the sale of the bonds will take place over four years because once construction is begun, there will be no logical stopping point.

In FY 2009, for every dollar spent by APS on funds other than the Capital Projects Fund, 7.7 cents will be applied to debt service. In FY 2014, using the assumptions outlined on pages 14 and 15, it is anticipated that 7.5 cents of each dollar spent by APS will be applied to debt service, a reduction of 0.2 cents per dollar over the planning period.



To determine when the bonds should be sold for the proposed projects, Facilities staff estimates the project schedules. The tentative start dates for the projects in the 2008 bond are identified below.

2008 Bond		
Location	Project	Tentative Start Date
Career Center	Capital Needs	Summer 2009
Wakefield High School	Design	Summer 2009
Yorktown High School – Phase II	Construction	Winter 2009

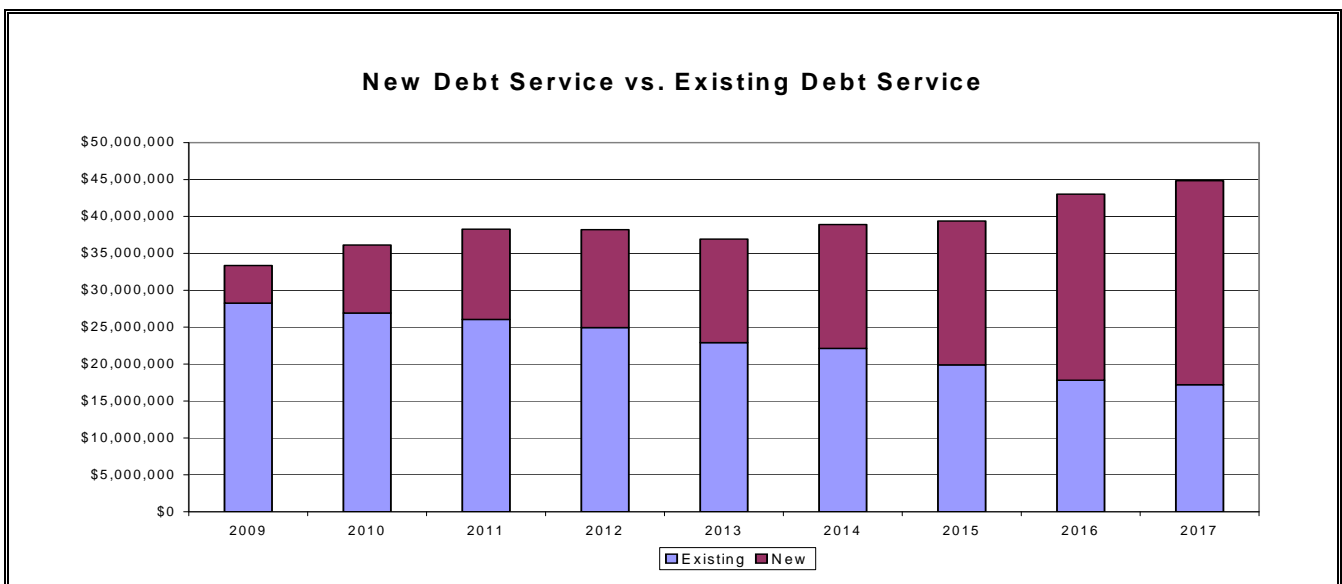
During the development of this CIP, Finance staff prepared and analyzed dozens of different financial scenarios in which the variables were project timing, project costs, use of current revenues, sale of bonds, and growth in County revenues. These scenarios provided estimates of funds available for the 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 and was derived using the following assumptions for the School Board's Adopted FY 2009 – FY 2014 CIP:

- total locally-generated County revenues increase by 4.0% per year;
- total County re-estimated revenue of \$5.76 million annually;
- the existing Revenue Sharing Agreement continues at 48.1%, the same rate as is currently in effect;
- State revenues increase by 3.0% per year;
- federal revenues increase by 1.0% per year;
- debt service is based on the sale of bonds for a 20-year term at a fixed interest rate of 5.0%;
- budgeted carry-forward equals \$2.5 million on an annual basis; and
- the cost of continuing services is estimated at 86% of total revenues; funding for step increases, minor construction/major maintenance (MC/MM), and debt service is in addition to this baseline cost.

The "Funds Remaining for New Initiatives" column is derived by subtracting all other columns from the "Estimated Total Revenue" column.

Fiscal Year	Estimated Total Revenue	Estimated Cost of Existing Services inc. Steps & MC/MM	Debt Service		Funds Remaining for New Initiatives
			Existing	New	
FY 2010	\$448,691,000	\$398,799,960	\$26,924,964	\$9,219,910	\$13,746,166
FY 2011	\$465,347,907	\$413,412,611	\$26,045,006	\$12,224,220	\$13,666,070
FY 2012	\$482,647,294	\$428,604,573	\$24,967,849	\$13,264,080	\$15,810,792
FY 2013	\$500,614,231	\$444,396,311	\$22,912,405	\$14,025,578	\$19,279,938
FY 2014	\$519,274,776	\$460,808,948	\$22,127,782	\$16,784,325	\$19,553,721







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 2009 – FY 2014). Where applicable, we have noted funding from prior years.

CAREER CENTER

816 S. WALTER REED DRIVE, ARLINGTON, VA 22204

FY 2009 Capacity N/A
 FY 2009 Enrollment 459

FY 2014 Capacity N/A
 FY 2014 Enrollment 459

Project Cost Estimates

Major Maintenance Investment \$6,170,000



PROJECT DESCRIPTION The Career Center, constructed in 1973, has seen various interior renovations. However, major building systems do not meet current building codes and have outlived their expected lives. In addition, the school was designed with moveable partitions which no longer provide appropriate separation of teaching areas.

A feasibility study was conducted in August 2007 to determine the scope of improvements required to bring the facility up to current standards and to serve the career and technical education programs of the future. The feasibility study indicated that the site could accommodate High School Continuation (HSC) programs and space for a post-secondary education partner, in addition to the current program. Co-locating these educational programs offers some efficiencies resulting from shared space. In addition to these programs, the site could also accommodate some office space for APS staff.

Due to financial constraints, no funding is included in the FY 2009 – FY 2014 CIP for the reconstruction of the building. Funding is provided to address major building system deficiencies in order to extend the life of the building until it can be reconstructed.

OPERATING IMPACT Since this project is expected to include significant HVAC and other major building systems work, it is expected that this project will affect utility costs. However, until the project is designed and specific systems improvements are identified, the effect on utilities cannot be quantified.

FY 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	Total
Bond	\$5,350,000	-	-	-	-	-	\$5,350,000
Current Revenues	-	-	-	-	-	-	\$0
Total	\$5,350,000	\$0	\$0	\$0	\$0	\$0	\$5,350,000

Note: Bond funding for major maintenance needs is in addition to an estimated \$820,000 from the County for its portion of the building. The capital needs project for the Career Center will begin in spring 2009.

JEFFERSON MIDDLE SCHOOL
2700 S. LANG STREET, ARLINGTON, VA 22206

FY 2009 Capacity 812
 FY 2009 Enrollment 565

FY 2014 Capacity 812
 FY 2014 Enrollment 598

Project Cost Estimates

Major Maintenance Investment
 Current Revenues \$3,662,000
 County Funding \$1,266,000
 Total \$4,928,000

Deferred \$ 772,000



PROJECT DESCRIPTION Jefferson Middle School was constructed in 1972. In 2005, a planning study was initiated to evaluate the current conditions at the school and to provide recommendations for the renewal of the facility. The study recommended a comprehensive renewal of the existing building to bring classrooms to current APS standards, meet ADA requirements, replace existing mechanical, electrical and plumbing systems, enhance building security, and improve the architectural character of the building. The planning study did not address the County's co-located community center in detail. However, the code compliance and systemic upgrades would affect the entire facility, including the community center. A feasibility study was completed in 2007 by the design team using funds included in the 2006 bond referendum. Due to financial constraints, no funding is included in the FY 2009 – FY 2014 CIP for the reconstruction of the building. Funding of \$3,662,000 from current revenues and \$1,266,000 from the County is provided to address major building system deficiencies in order to extend the life of the building until it can be reconstructed.

OPERATING IMPACT Once major building systems are replaced or repaired, it is expected that this will have a positive effect on utility costs. However, until the project is designed and specific improvements are identified, the effect on utilities cannot be quantified.

FY 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total
Bond	-	-	-	-	-	-	\$0
Current Revenues	-	-	-	-	-	-	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

REED SCHOOL

1644 N. MCKINLEY ROAD, ARLINGTON, VA 22205

FY 2009 Capacity N/A
 FY 2009 Enrollment N/A

FY 2014 Capacity 258
 FY 2014 Enrollment 258

Project Cost Estimates

Design \$ 1,830,157
 Construction \$14,199,133
 Total \$16,029,290



PROJECT DESCRIPTION The existing Reed School was constructed in the early 1900s with several additions occurring through the 1950s. The Reed School project and the Westover Library project were combined as a joint project under a Memorandum of Understanding approved by the School and County Boards. The building will provide approximately 45,000 square feet of space to accommodate The Children's School (a daycare center primarily for children of APS employees), APS special education programs including Integration Station (a program serving toddlers with special needs), and the APS Teen Parenting program. Additionally, the project will house the Arlington County Government's new Westover Library in approximately 16,000 square feet of space. The shell of the building, constructed in 1938, will be retained.

Funding has been secured. APS' share of the project is \$16,029,290 and the County's share to construct the library portion of the building is \$5,580,135. Construction of the project started in the spring of 2008 and will be completed by summer 2009.

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.

The full summary of funding sources for the School's portion of the project are shown in the table below:

\$ 8,141,000 – 2004 Bond
 \$ 2,520,000 – 2006 Bond
 \$ 2,480,000 – Capital Projects Fund – Major Construction Reserve
 \$ 1,727,400 – FY 2008 Capital Projects Fund
 \$ 1,160,890 – FY 2009 Capital Projects Fund
 \$16,029,290 Total

Note: The Reed project was initially funded primarily with current revenues. To provide savings in debt service, a portion of these current revenues were transferred to the Washington-Lee project and for capital needs at Jefferson. Bond funds were sold later for Reed.

FY 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	Total
Bond	-	-	-	-	-	-	\$0
Current Revenues	\$1,160,890	-	-	-	-	-	\$1,160,890
Total	\$1,160,890	\$0	\$0	\$0	\$0	\$0	\$1,160,890

WAKEFIELD HIGH SCHOOL

4901 S. CHESTERFIELD ROAD, ARLINGTON, VA 22206

FY 2009 Capacity 1,564
 FY 2009 Enrollment 1,438

FY 2014 Capacity 1,600
 FY 2014 Enrollment 1,414



Project Cost Estimates

Major Maintenance Investment
 Current Revenues \$1,338,000
 Total \$1,338,000

Deferred \$2,493,507

Design \$ 12,577,000
 Construction \$156,680,000
 Total \$169,257,000

PROJECT DESCRIPTION Wakefield was constructed in 1953 and a pool was added in the 1970s. Major building systems including plumbing and HVAC require significant investment and renovations are required to bring the facility up to current space guidelines. The design team has completed a feasibility study which reports on the investigation of existing conditions at the site, summarizes the educational specifications, and presents three design concept alternatives. Funding of \$1,338,000 is provided from current revenues to address major building system deficiencies in order to extend the life of the building until it can be reconstructed. Additional funding to complete the design work begun with funding from the 2006 referendum is planned for the 2008 referendum, with funding for construction in the 2010 referendum.

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 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	Total
Bond - Design & Construction	\$11,100,000	-	\$156,680,000	-	-	-	\$167,780,000
Current Revenues	-	-	-	-	-	-	\$0
Total	\$11,100,000	\$0	\$156,680,000	\$0	\$0	\$0	\$167,780,000

Note: The capital needs project for Wakefield will begin in spring 2009. Additional funds for design in the amount of \$1,477,000 are from the 2006 bond.

WASHINGTON - LEE HIGH SCHOOL
1301 N. STAFFORD STREET, ARLINGTON, VA 22201

FY 2009 Capacity 1,600
 FY 2009 Enrollment 1,584

FY 2014 Capacity 1,600
 FY 2014 Enrollment 1,570

Project Cost Estimates

Design \$ 4,514,000
 Construction \$93,816,050
 Total \$98,330,050



PROJECT DESCRIPTION Begun in the spring of 2006, the project at Washington-Lee entails phased new construction of an approximately 350,000 square foot facility that will accommodate 1,600 students and will include a new 10-lane community swimming pool. The new school is expected to earn Leadership in Energy and Environmental Design (LEED) certification for being environmentally sound and energy efficient. The project will also provide approximately one acre of additional green space as the previous sprawling building has been tightened into a new four-level building.

Phase I of the project was completed in January 2008. Phase II of the project is scheduled to be completed in the summer of 2009 and Phase III in the winter of 2009.

OPERATING IMPACT The project is anticipated to receive Silver LEED certification which should help reduce energy costs. In the winter of 2008, Phase I of the building was occupied. Until the building has been in use for a period of time it is difficult to estimate the effect on utilities costs. Phase II of the project is scheduled to be completed in the summer of 2009. Again, until Phase II of the building has been in use for a period of time it is difficult to estimate the effect on utilities costs.

The full summary of funding sources are shown in the table below:

- \$ 1,581,000 – 2002 Bond
- \$64,599,000 – 2004 Bond
- \$ 2,485,000 – 2006 Bond
- \$28,915,050 – Capital Projects Fund
- \$ 750,000 – County contribution for the construction of two additional pool lanes
- \$98,330,050 Total

FY 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	Total
Bond	-	-	-	-	-	-	\$0
Current Revenues	\$500,000	-	-	-	-	-	\$500,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

YORKTOWN HIGH SCHOOL
5201 N. 28TH STREET, ARLINGTON, VA 22207

FY 2009 Capacity 1,595
 FY 2009 Enrollment 1,670

FY 2014 Capacity 1,600
 FY 2014 Enrollment 1,709

Project Cost Estimates

Design \$ 5,900,000
 Construction \$104,075,000
 Total \$109,975,000



PROJECT DESCRIPTION Following the 2004 completion of an approximately 58,000 gross square foot, 31 classroom addition, the remaining portions of the building will be renewed, resulting in a new high school that will accommodate approximately 1,600 students. The renewed Yorktown campus will replace all of the existing buildings except for the existing approximately 5,000 net square feet portion of the auditorium. The interior of the auditorium shell will be completely renovated. The project will build back an additional 194,110 nsf of program space as part of approximately 300,000 gross square feet of new construction. The new construction includes a new, approximately 19,000 nsf aquatics facility that will replace the existing facility located adjacent to the school. Construction will be phased as students will remain on the site during the construction period. The approximately four and one half year construction period is planned to begin in winter of 2009.

Partial funding is provided from the 2004 and 2006 bonds. The remaining funding will come from a bond referendum to be presented to Arlington County voters in November 2008.

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.

The full summary of funding sources are shown in the table below:

\$ 2,200,000 – 2004 Bond
 \$ 24,800,000 – 2006 Bond
 \$ 82,975,000 – 2008 Bond
 \$109,975,000 Total

FY 2009 - FY 2014 PROJECT FUNDING							
Source of Funds	FY 2009 (2008 Bond)	FY 2010	FY 2011 (2010 Bond)	FY 2012	FY 2013 (2012 Bond)	FY 2014	Total
Bond	\$82,975,000	-	-	-	-	-	\$82,975,000
Current Revenues	-	-	-	-	-	-	\$0
Total	\$82,975,000	\$0	\$0	\$0	\$0	\$0	\$82,975,000





Arlington Public Schools

Capital Improvement Plan

Capital Projects Fund

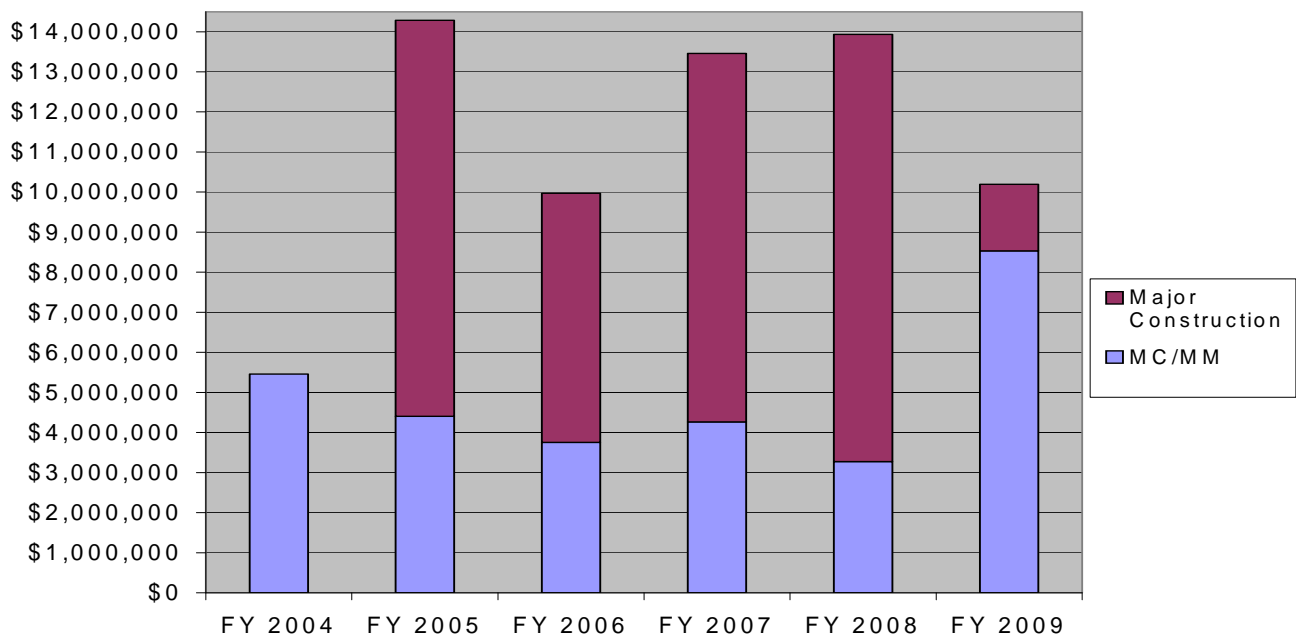
The Capital Projects Fund includes three programs:

- 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.

Of the total FY 2009 Capital Projects Fund allocation of \$12,111,392, \$1,660,890 (13.7%) is applied to major construction projects. The following table shows the funds budgeted in the Capital Projects Fund as part of each adopted budget since FY 2004.



MINOR CONSTRUCTION/MAJOR MAINTENANCE

The Minor Construction/Major Maintenance (MC/MM) program of \$10,450,502 for FY 2009 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 300 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 a 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 2009 identified on page 27 total \$10,450,502.

MAJOR CONSTRUCTION

As part of the close-out of FY 2007, \$10,934,819 was carried forward for on-going projects. With a combination of additional revenues and reallocation of FY 2008 funds, additional funding of \$5,934,956 was provided for Washington-Lee (\$4,496,956), the Wilson building upgrade (\$300,000), and the MC/MM fund (\$1,138,000).

The CIP provides a total of \$1,660,890 in current revenues for major construction projects. No additional current revenues are proposed in FY 2010 – FY 2014 as shown in the funding charts on pages 3 and 11. As part of the FY 2009 Budget, \$500,000 is set aside to complete the funding of Washington-Lee High School and \$1,160,890 is allocated to the Reed project.

JOINT PROJECTS

No funds are budgeted in this program. As noted previously, this program is a holding account in which funds reimbursed by the County for joint projects are held until being paid out upon receipt of the next construction invoice for the joint project. In FY 2009 this program will track the County funds for the Reed construction project and for the capital needs of Thomas Jefferson and the Career Center.

FUNDING SUMMARY

The chart below is a summary of funds 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 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total FY 09 - FY 14
ADA Upgrades	\$25,000	\$100,000	\$103,000	\$106,100	\$109,300	\$112,600	\$116,000	\$647,000
Asbestos Abatement	\$106,000	\$160,000	\$164,800	\$140,100	\$119,100	\$101,200	\$86,000	\$771,200
Building Syst. Renewal	\$987,500	\$310,000	\$500,000	\$515,000	\$530,500	\$546,400	\$562,800	\$2,964,700
Concrete Replacement	\$30,000	\$45,000	\$46,400	\$47,800	\$49,200	\$50,700	\$52,200	\$291,300
Consulting Fees	\$120,000	\$120,000	\$123,600	\$127,300	\$131,100	\$135,000	\$139,100	\$776,100
Contract Services	\$0	\$27,000	\$27,800	\$28,600	\$29,500	\$30,400	\$31,300	\$174,600
Energy Conservation	\$50,000	\$0	\$50,000	\$51,500	\$53,000	\$54,600	\$56,200	\$265,300
Facility Improvements	\$750,989	\$1,610,000	\$1,658,300	\$1,708,000	\$1,759,200	\$1,812,000	\$1,866,400	\$10,413,900
Flooring	\$440,000	\$240,000	\$247,200	\$254,600	\$262,200	\$270,100	\$278,200	\$1,552,300
Grounds Improvements	\$20,000	\$190,000	\$195,700	\$201,600	\$207,600	\$213,800	\$220,200	\$1,228,900
Painting	\$0	\$180,000	\$185,400	\$191,000	\$196,700	\$202,600	\$208,700	\$1,164,400
Paving	\$145,000	\$100,000	\$103,000	\$106,100	\$109,300	\$112,600	\$116,000	\$647,000
Playgrounds	\$30,000	\$130,000	\$133,900	\$137,900	\$142,000	\$146,300	\$150,700	\$840,800
Relocatables	\$450,000	\$500,000	\$425,000	\$361,300	\$307,100	\$261,000	\$221,900	\$2,076,300
Roofing	\$75,000	\$75,000	\$77,300	\$79,600	\$82,000	\$84,500	\$87,000	\$485,400
Signage	\$50,000	\$0	\$20,000	\$20,600	\$21,200	\$21,800	\$22,500	\$106,100
Comm. Act. Credit	(\$179,619)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sal & Ben./Adm. Costs	\$104,438	\$866,458	\$909,800	\$955,300	\$1,003,100	\$1,053,300	\$1,106,000	\$5,893,958
Budget Reserve	\$70,841	\$74,444	\$74,444	\$74,444	\$74,444	\$74,444	\$74,444	\$446,664
Arlington Mill - HSC	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
HVAC Improvements	\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$2,600,000
Capital Reserve	\$0	\$2,122,600	\$0	\$0	\$0	\$0	\$0	\$2,122,600
Subtotal - MC/MM	\$3,275,149	\$10,450,502	\$5,045,644	\$5,106,844	\$5,186,544	\$5,283,344	\$5,395,644	\$36,468,522
Major Construction	\$10,661,637	\$1,660,890	\$0	\$0	\$0	\$0	\$0	\$1,660,890
Subtotal - Maj. Const.	\$10,661,637	\$1,660,890	\$0	\$0	\$0	\$0	\$0	\$1,660,890
Total	\$13,936,786	\$12,111,392	\$5,045,644	\$5,106,844	\$5,186,544	\$5,283,344	\$5,395,644	\$38,129,412





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 2009. 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 2009 Minor Construction/Major Maintenance (MC/MM) Projects

Abingdon

Remove plexiglass windows and replace with glass	<u>\$20,000</u>
	\$20,000

Barcroft

Food warmer, oven, hot food counter	<u>\$14,400</u>
	\$14,400

Claremont

Replace concrete steps	\$15,000
Repair water infiltration issues	\$150,000
Correct storm water erosion	\$75,000
Food warmer, oven, hot food counter	<u>\$14,400</u>
	\$254,400

Gunston

Replace two cold cases	\$8,000
Replace ceiling tiles in library	<u>\$60,000</u>
	\$68,000

HB Woodlawn

Install overflow scuppers	<u>\$10,000</u>
	\$10,000

Henry

Food warmer, oven, hot food counter	<u>\$14,400</u>
	\$14,400

Key

Food warmer, oven, hot food counter	<u>\$14,400</u>
	\$14,400

Science Focus

Food warmer, oven, hot food counter	<u>\$14,400</u>
	\$14,400

Swanson

Brick work	<u>\$75,000</u>
	\$75,000

System-wide – Scheduled Replacement Projects**Flooring**

Henry	\$30,000
Swanson	\$130,000
Taylor	<u>\$80,000</u>
	\$240,000

Ground-Playfields

Barrett	\$75,000
Key	<u>\$75,000</u>
	\$150,000

Painting

HB Woodlawn	\$110,000
Taylor	<u>\$70,000</u>
	\$180,000

Playgrounds-Replacement Projects

Ashlawn	\$50,000
Oakridge	<u>\$50,000</u>
	\$100,000

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
Auditorium/theater risk management assessment	\$27,000
Auditorium/theater repairs	\$100,000
Building exterior	\$30,000
Concrete replacement - various projects	\$30,000
Consulting fees - various projects	\$120,000
Grounds improvements - various projects	\$40,000
Indoor air quality (IAQ) - investigation and remediation	\$100,000
Investigation of water infiltration issues	\$40,000
Kitchen equipment installation	\$20,000
Paving - various projects	\$100,000
Playgrounds - various projects	\$30,000
Relocatables	\$500,000
Repair/replace clocks, public announcement system, and bells	\$60,000
Roofing - various projects	\$75,000
Security - various projects	\$850,000
Budget Reserve	\$74,444
Salaries & Benefits/Administrative Costs	\$866,458
Arlington Mill – High School Continuation	\$1,000,000
HVAC Improvements	\$2,600,000
Capital Reserve	<u>\$2,122,600</u>

Subtotal System-wide **\$9,295,502**

Subtotal - Current revenues allocated to MC/MM **\$10,450,502**

FY 2009 Major Construction Projects

Washington-Lee Construction	\$500,000
Reed Project	<u>\$1,160,890</u>

Subtotal - Current revenues allocated to Major Construction **\$1,660,890**

TOTAL FY 2009 CAPITAL PROJECTS FUND **\$12,111,392**



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 \$409,598,500 for school construction.

Since 1996, APS has renovated, renewed or expanded 19 schools; replaced or reconstructed four 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 and renovations to portions of the Education Center have occurred. These projects and their actual costs (through March 31, 2008) may be found on the following page.

Additionally, since 1996, more than \$50 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	<u>\$33,712,000</u>
	\$409,598,500

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 19 SCHOOLS

1. Abingdon.....	\$685,243	
2. Arlington Science Focus	\$8,213,531	
3. Arlington Traditional	\$5,967,856	As of 3/31/08
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 3/31/08
9. Gunston Phases II & III	\$18,787,032	
10. HB Woodlawn	\$3,613,026	As of 3/31/08
11. Jamestown	\$5,907,181	As of 3/31/08
12. Key	\$7,324,808	
13. Nottingham	\$12,764,164	As of 3/31/08
14. Oakridge.....	\$6,925,880	
15. Swanson	\$6,457,246	As of 3/31/08
16. Tuckahoe	\$5,892,673	
17. Williamsburg.....	\$3,485,959	
18. Yorktown Phase I.....	\$9,598,554	As of 3/31/08
19. Washington-Lee	\$67,207,854	As of 3/31/08

REPLACEMENT/RECONSTRUCTION OF 4 SCHOOLS

1. Drew.....	\$13,077,017	
2. Hoffman-Boston	\$12,721,115	
3. Kenmore.....	\$37,538,907	As of 3/31/08
4. Langston	\$9,681,193	

ONE NEW SCHOOL

1. Carlin Springs.....	\$15,232,091	
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OTHER

1. Washington-Lee track	\$1,390,676	
2. Wakefield roof replacement	\$1,330,880	
3. Ed Center renovations	\$2,295,333	

FY 2009 – 2014 Adopted CIP Message

To the Citizens of Arlington County:

I am pleased to present the County Board's Adopted FY 2009 – 2014 Capital Improvement Program.

In the midst of an increasingly difficult economic environment, the Board made tough but prudent choices that provide for appropriate investment in our infrastructure and facilities while ensuring the County's financial health. Highlights of the Adopted CIP include:

- **Full funding of the School Board's Adopted CIP**, continuing the County Board's unprecedented level of financial commitment to Schools. This funding is based on the exact construction and bond issuance schedule adopted by the School Board, and includes over \$99 million that will be on the bond referenda this fall.
- **Parks & Facilities Master Planning efforts** will continue, helping us to identify and prioritize the capital investments to be made over the next five to ten years.
- Continued funding for **land acquisition and parks**, including the addition of the **aquatic center at Long Bridge Park in 2012**.
- Funding of our existing **commitments to Metro**.
- Tentative spending plans for new **dedicated funding sources for Transportation & Stormwater**.

While we continue our planning efforts for the new initiatives identified in the CIP, the County's focus over the next few years will be on completing projects already approved, including the Arlington Mill Community Center, Fire Station 3 in Cherrydale, Buckingham redevelopment, numerous Neighborhood Conservation projects, and others.

This plan is grounded in the Board's recently adopted financial and debt management policies that, in particular, limit debt service growth to the projected rate of revenue growth. Debt service grows at an average annual rate of 3.9 percent in the Board's adopted CIP, in line with near-term revenue projections of four percent. These policies are key to sustaining our triple-A bond ratings, which result in lower interest rates on our bonds and benefit all County taxpayers. The Board also affirmed an addition to its financial policies that voter approval of bonds should only be requested if the County has debt capacity to support the bonds and can initiate the project within two years.

The Board greatly appreciates the input received from our commissions, advisory groups, and citizens in developing this important plan.

J. Walter Tejada, Chairman, Arlington County Board

Bonds Authorized but Unissued

Parks and Recreation

Arlington Mill	26,000,000
Long Bridge	18,541,150
Land Acquisition	2,800,000
W-L Pool	750,000
Total Parks and Recreation	48,091,150

Metro **15,542,000**

Transportation **10,019,428**

Community Conservation

Emergency Infrastructure	3,800,000
Non Parks Land Acquisition	1,100,000
Neighborhood Conservation	8,717,319
Commercial Revitalization	3,000,000
Total Community Conservation	16,617,319

Library - Westover **2,000,000**

Fire Station #3 **13,000,000**

Total **105,269,897**

Note:

The balance for Fire Station #3 is planned bond financing from Virginia Resources Authority Public Safety Loan Program (VRA). All other balances reflect general obligation bonds previously authorized but currently unissued. The \$105 million authorized but unissued bonds is the balance after \$32.7 million in bonds were sold in May 2008 for Transportation, Community Conservation, Parks and Recreation, Libraries, and Metro.

Projects Underway

This CIP is grounded on the principles of meeting our previous commitments. Therefore, it is critical to acknowledge the current workload, reflective of previous bond referendums. We have many large project efforts in the pipeline that are in the near-term implementation phases, at the point where the debt was recently sold or will be sold in the short term. Although not a comprehensive list of the broad programs and projects, a brief discussion of some of the larger projects recently completed and over \$747 million of project workload underway is included below.

Recreation Facilities:

Fairlington Community Center—Phase 1 Interior Renovation

- Completed March 2008, Grand Opening May 3, 2008
- The project was a major renovation of the building interior, including replacement of outdated building systems and finishes; updating programmatic spaces to meet current requirements; correcting code and ADA deficiencies; replacing HVAC, fire alarm and security systems; and increasing building efficiencies.

Arlington Mill Community Center

- Selection of a private partner, Public Private Alliances, occurred in 2007
- After a lengthy and public schematic design process for the building and the plaza, the County Board approved the project in June 2008 and the ground lease and development details in July 2008.
- The key component of the project is a 40,000 square foot community center which will provide a full complement of recreational, social and learning opportunities for all ages and a public plaza
- The project is also expected to include 61 affordable housing units, based on an initial favorable rating from the Virginia Housing Development Authority

Long Bridge Park Phase 1

- Construction drawings completed April 2008
- Construction start winter 2008/2009
- Project for the first phase of this major new park includes three lighted synthetic turf fields, esplanade, parking, restrooms, pedestrian circulation, landscaping, environmental remediation, and rebuilding of Old Jefferson Davis Highway

Fairlington Community Center—Phase 2 Exterior Grounds, Parking, Fields and Roof

- Design expected to complete December 2008
- Project includes replacement and reconfiguration of parking lot, site lighting, pedestrian circulation, replacement of basketball court, athletic field and site furnishings, development of courtyards and terraced seating, landscaping, and ADA and storm water improvements
- Roof replacement is being scoped and designed

Lee Recreation Center

- Expanded parking lot and renovated basketball court completed in August 2007
- Construction of butterfly garden, pathways, and other exterior improvements complete July 2008; landscaping will be completed by end of 2008.

Drew Park

- 100% construction drawings complete; construction contract awarded July 2008; project will begin construction September 2008 and be completed by summer 2009
- Complete upgrade of playground that will include water play elements and separate play equipment for tots and school-age children, site furnishings, pedestrian circulation, landscaping and fencing

Penrose Square

- Park master plan adopted by the County Board July 2008
- Project will develop new public square on Columbia Pike and will include hardscape and landscape elements

Barcroft Phase II

- Construction of playground, lighted tennis and basketball courts, pedestrian circulation and landscaping completed June 2008
- Construction of bridges over Doctors Run and Four Mile Run will begin Fall 2008

Transportation:

Intersection Upgrade at Glebe and Pershing

- Improvements to this major intersection in the Buckingham neighborhood were completed in Summer 2008

Rehabilitation of Pedestrian Bridge over Arlington Blvd

- Awarded spring 2008
- To minimize impact on the many citizens and students from nearby Thomas Jefferson, construction began at the end of May 2008, with a goal to complete before the school year resumes. However, the project has been delayed due to contractor set backs, including a labor shortage and permit delays. As a result, completion of the project has been reforecasted from September 2008 to October 2008

Shirlington Station

- Completed June 2, 2008; Grand Opening June 25, 2008
- Arlington's first enclosed public bus station will open in June and serve as the principal transfer point for Metrobus and ART bus service in Shirlington
- The station will also house a Commuter Store.

Public Government Facilities:

Fire Station #5

- Completed March 2008, Grand Opening April 12, 2008
- The first fire station in Arlington with full decontamination capability for either first responders or exposure victims
- Four apparatus bays, plus office, living quarters, training, and equipment areas provide necessary facilities for the County's busiest station

Westover Library/Reed School

- Construction is underway, expected completion is Fall 2009

Woodmont Community Center Infrastructure Repairs

- The original design scope was modified to include stormwater controls
- Project is out for bids and is projected for construction in Fall of 2008

Fire Station 3

- The land exchange and development agreements with Crown (Koons Toyota) were approved by the Board in July.
- Demolition of two structures is complete
- The first stage of construction, relocation of N 21st Rd, is planned to start in September and be complete in December, 2008.

- Construction will start when the parking structure to be built adjacent to the Koons Toyota dealership is complete, start in August, 2009 and complete in September, 2010

Fire Training Academy

- The original design effort was not affordable, so a new approach and design scope is being prepared
 - The revised scope will go out for design proposals by end of Fall 2008

Reconfiguration of Courthouse Plaza 10th Floor for Inspection Services and Zoning

- This project will provide space for vastly improved customer service and will be funded via the recently approved enterprise fund
 - Design work was completed in early June 2008, contract was awarded in August and construction is planned to start at end of August 2008

Community Conservation:

Neighborhood Conservation Program

- In FY 2009, the NC program will complete about 20 projects totaling approximately \$5 million dollars
- This accelerated project implementation schedule removes all previous bond-year projects from the active design and construction queue
- The NC program will begin constructing 2006 bond projects in FY 2010

Stormwater, Water, and Sewer Infrastructure:

Water Pollution Control Plant

- Master Plan 2001 Update (MP01) phase 1 (liquid side) is currently underway and anticipated to be completed prior to the Consent Order deadline of 2/28/12
- Phase 2 (deferred components – biosolids) of MP01 is expected to commence within the next five (5) years and is highly dependent on the status of pending and emerging regulatory efforts
- Other pending and emerging regulatory impacts may require additional nutrient removal, water reuse, and addressing emerging contaminants of concern (in both the liquid and solid sides) within the next five (5) to ten (10) years

Four Mile Run Bike Trail and Sewer Line

- Construction is underway; completion is expected in late spring 2009

Little Pimmit Run, Phase II

- Construction anticipated to begin in late 2008 or early 2009

Potomac Interceptor Sanitary Sewer

- Construction anticipated to commence in early 2009
- Will provide surcharge relief and increased wastewater capacity for the growing Rosslyn area

Technology:

Assessment and Collection Enterprise (ACE) System

- Data conversion and replacement of the twenty-five year old mainframe Revenue Assessment and Collection System with a configured commercial off the shelf software product to support billing, collection, and reporting for Real Estate tax, Personal Property tax, decal management, business license, business tangible assets, and business custodial tax assessment and cashiering
- Cashiering system implemented on May 1, 2008
- Business License, Business Custodial, and Pet Licenses Implementation, implementation planned for November 2008
- Business Tangible, Personal Property, and Real Estate Implementation, planned for December 2009

Arlington, Virginia

FY 2009 - FY 2014 CIP Funding Summary

(000s)

PAYG Funding	Adopted	Proposed	Proposed	Proposed	Proposed	Proposed	Total
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 09-14
MAINTENANCE CAPITAL							
Transportation	3,936	6,250	6,250	6,250	6,250	6,250	35,186
Public Facilities	3,000	5,000	5,000	5,000	5,000	5,000	28,000
Parks and Recreation	3,220	3,500	3,500	3,500	3,500	3,500	20,720
Information Technology	2,000	3,000	3,000	3,000	3,000	3,000	17,000
Americans with Disabilities Act	1,000	1,000	1,000	1,000	1,000	1,000	6,000
Energy Efficiency	400	400	400	400	400	400	2,400
<i>Sub-Total</i>	<i>13,556</i>	<i>19,150</i>	<i>19,150</i>	<i>19,150</i>	<i>19,150</i>	<i>19,150</i>	<i>109,306</i>
REGIONAL PROGRAMS							
Northern Virginia Community College	195	202	205	208	210	213	1,233
Northern Virginia Regional Park Authority	514	539	565	592	620	650	3,480
Peumansend Creek Regional Jail Authority	176	170	164	156	146	139	951
Northern Virginia Criminal Justice Academy	234	256	256	256	257	257	1,516
<i>Sub-Total</i>	<i>1,119</i>	<i>1,167</i>	<i>1,190</i>	<i>1,212</i>	<i>1,233</i>	<i>1,259</i>	<i>7,180</i>
OTHER CAPITAL PROJECTS							
Neighborhood Conservation	500	500	500	500	500	500	3,000
Neighborhood Traffic Calming	300	300	300	300	300	300	1,800
Way Finding System	500	-	-	-	-	-	500
Park Enhancement Grants	80	80	80	80	80	80	480
Capital Contingency	1,735	2,000	2,000	2,000	2,000	2,000	11,735
<i>Sub-Total</i>	<i>3,115</i>	<i>2,880</i>	<i>2,880</i>	<i>2,880</i>	<i>2,880</i>	<i>2,880</i>	<i>17,515</i>
Total PAYG Funding	17,790	23,197	23,220	23,242	23,263	23,289	134,001

Arlington, Virginia

FY 2009 - FY 2014 CIP Funding Summary

(000s)

GO & Other BOND Funding							Total
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 09-14
LOCAL PARKS & RECREATION							
Parks Master Plan	-		2,000		4,000		6,000
Tyrol Hill Park Phase 2	-		1,600		-		1,600
Synthetic Fields	-		1,500		1,500		3,000
Herndon & 13th Park	-		1,200		-		1,200
Public Art	-		300		600		900
Long Bridge Aquatic Center	-		-		30,000		30,000
<i>Sub-total</i>	-		<i>6,600</i>		<i>36,100</i>		<i>42,700</i>
TRANSPORTATION							
WALKArlington, BikeArlington & Neighborhood Traffic Calming	-		3,000		4,000		7,000
<i>Sub-total</i>	-		<i>3,000</i>		<i>4,000</i>		<i>7,000</i>
METRO							
Metro	10,000		20,000		15,000		45,000
<i>Sub-total</i>	<i>10,000</i>		<i>20,000</i>		<i>15,000</i>		<i>45,000</i>
COMMUNITY CONSERVATION							
Buckingham Village Redevelopment	34,500		4,200		2,000		40,700
Neighborhood Conservation	9,000		12,000		12,000		33,000
Land Acquisition	-		5,000		5,000		10,000
<i>Sub-total</i>	<i>43,500</i>		<i>21,200</i>		<i>19,000</i>		<i>83,700</i>
PUBLIC / GOVERNMENT FACILITIES							
Facilities Master Plan	-		10,000		10,000		20,000
Joint County/Schools Facilities	1,800		-		-		1,800
<i>Sub-total</i>	<i>1,800</i>		<i>10,000</i>		<i>10,000</i>		<i>21,800</i>
UTILITIES							
Water Pollution Control Plant Expansion & Upgrades	50,000		-		-		50,000
<i>Sub-total</i>	<i>50,000</i>		-		-		<i>50,000</i>
Subtotal GO Bond Referenda	<i>70,800</i>		<i>60,800</i>		<i>84,100</i>		<i>215,700</i>
Subtotal Other Bond Funding	<i>34,500</i>		-		-		<i>34,500</i>
Total BOND Funding	105,300		60,800		84,100		250,200

Arlington, Virginia

Adopted CIP Program Summary

6 Year Capital Program Costs Summary (000s)

<u>Program Category</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>6 Year Total</u>
Local Parks & Recreation	3,300	3,580	10,180	3,580	65,680	3,580	89,900
Transportation & Pedestrian Initiatives	30,931	40,385	44,981	33,247	39,077	50,132	238,753
Metro	15,500	17,200	20,000	13,200	15,000	3,600	84,500
Community Conservation	44,000	500	21,700	500	19,500	500	86,700
Public / Government Facilities	9,400	6,400	16,400	6,400	16,400	6,400	61,400
Public Safety	1,825	2,736	-	-	-	-	4,561
Information Technology Investments	9,000	7,500	3,000	3,000	3,000	3,000	28,500
Regional Partnerships	1,119	1,167	1,190	1,212	1,233	1,259	7,180
Capital Contingent	1,735	2,000	4,300	8,000	13,100	14,000	43,135
Total County Capital	116,810	81,468	121,751	69,139	172,990	82,471	644,629
Water & Sewer Infrastructure	183,258	46,933	22,815	15,797	16,273	15,878	300,954
Stormwater Management	3,674	3,852	4,227	4,365	4,522	4,632	25,272
Schools Capital	111,536	5,046	5,107	5,186	161,963	5,396	294,234
Total Program Cost	415,278	137,299	153,900	94,487	355,748	108,377	1,265,089

6 Year Capital Program Funding Sources Summary (000s)

<u>Capital Funding Sources</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>6 Year Total</u>
County General Fund Transfer	19,532	23,197	23,220	23,242	23,263	23,289	135,743
County Bonds	55,300	-	60,800	-	84,100	-	200,200
County Master Lease Funding	7,083	4,907	2,300	6,000	11,100	12,000	43,390
Transportation Investment Fund	19,043	22,215	22,538	23,439	24,377	25,352	136,964
County Other Sources	15,852	31,149	12,893	16,458	30,150	21,830	128,332
Schools Fund Transfer	12,111	5,046	5,107	5,186	5,283	5,396	38,129
Schools Bonds	99,425	-	-	-	156,680	-	256,105
Stormwater Management	3,674	3,852	4,227	4,365	4,522	4,632	25,272
Utility Fund Transfer & Other Sources	38,258	31,933	22,815	15,797	16,273	15,878	140,954
Utility Bonds	50,000	-	-	-	-	-	50,000
Utility VRL Financing	95,000	15,000	-	-	-	-	110,000
Total Program Funding	415,278	137,299	153,900	94,487	355,748	108,377	1,265,089

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 basic infrastructure of Arlington through public facility 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 in the CIP.

B. 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 also might 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, Pedestrian Master Plan or the Storm Water Master Plan.

Projects most often come forward through the sponsoring department that is responsible for their implementation. Being aware 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 standards evaluate a project's linkage to an approved County master plan, community support, stage of development, ability to be implemented, and safety impact.

Other considerations include current and future fiscal impact, cost of deferring a project, alternative funding sources, and County and private development goals and plans.

CIP kickoff occurred in January, and departments presented their initial CIP recommendations to the CIP Task Force in February, with more detailed input through April. 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 proposal. Departments received updates and strategic guidance directly from the County Manager. Throughout the process, the team consulted with program managers and other subject matter experts within the departments.

In addition to a member of the County Manager’s staff, the CIP Task Force included the Chief Financial Officer, the Director of Engineering and Capital Projects, and technical staff from Department of Environmental Services (DES) and Department of Management & Finance (DMF).

C. 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.

The development of the adopted FY 2009 – 2014 CIP was driven largely by the Board’s newest debt capacity policy (#4 above) that limits debt service growth to historical revenue growth. As part of the iterative process of analyzing debt capacity and projected debt service growth vs. 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.

D. Sources of Capital Funds

Funding for capital improvements comes from a number of major 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.

The annual appropriation of **Pay-As-You-Go (PAYG)** funds provides the greatest flexibility and funds maintenance capital projects, regional partnership programs and other projects such as Neighborhood Conservation

and Neighborhood Traffic Calming. PAYG funds are appropriated annually from general fund revenues as part of the County's operating budget.

Bond financing is generated through the borrowing of funds (principal) at a cost (interest) through the sale of municipal bonds. The Bond Financing Impact information on the project pages that follow assumes that bonds are sold in the first year following approval by the voters, which may or may not be the case for any particular program. Voter referenda to authorize general obligation bonds will be presented to voters only when the analysis of the County's debt capacity demonstrates the ability of the County to fund the debt service, as outlined in the "Financial and Debt Service Policies."

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.
- *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-purchasing 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 (i.e. "pay-as-you-use"). 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 revenue streams.

The County is considering multiple debt financing options for the acquisition of Buckingham Village 3, with a focus on flexible, short-term financing options to bridge the period between the acquisition closing date of March 2009 and closing with the selected developer. Any debt service incurred by the County for acquisition of Village 3 will be paid for from the Affordable Housing Investment Fund (AHIF).

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-purchasing finance (or Master Lease) represents another source of capital financing where Arlington agrees to lease a facility (or has a facility constructed and then leases it) or equipment and to provide lease payments over a fixed term in exchange for financing. In this type of lease, the County makes "subject to appropriation" equity payments within its lease and thereby can gain full ownership without further financial obligations of the facility at the end of the equity lease. This type of financing can take advantage of tax-exempt financing or private sector financing, and it fits well with the financing of County office buildings, other County buildings, vehicles, communications or computer equipment, fixtures, furnishings, and equipment, and some other assets.

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 new 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 \$20.8 million in FY 2009 for transportation projects. The commercial real estate tax could ultimately be used to support bond financing. Proceeds of the tax will be held in a separate Transportation Investment Fund.

The **Stormwater Management Fund** is a new 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, which is projected to yield \$5.9 million in revenue in FY 2009. The Stormwater Management tax could ultimately be used to support bond financing. Proceeds of this tax will be 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.)

E. 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 will extend beyond the final year of the CIP, 2014 in this CIP.

Bond Financing: Refers to the method of financing capital improvement projects. Arlington County generally sells capital improvement general obligation bonds. Arlington County seeks voter approval to issue general obligation bonds in November of even-numbered calendar years. Bonds are then sold for approved bond issues in the following three to four calendar years.

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

- CIP programs and projects funded with bond proceeds 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 general obligation 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 in subsequent years.

Capital Project: 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, depending on the type of asset.

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.

Projects should NOT include any repetitive or recurring purchase that will replace an item purchased in less than 10 years, nor should it include any part of the automotive fleet replacement or purchase of new vehicles for new programs (automotive fleet costs are funded through the Equipment Fund).

Funding Horizon: Projects included in the CIP that are approved 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).

Infrastructure Availability (formerly hook-up) Fees: These fees are assessed to developers and builders to join the water and sewer systems, based on the cost of the expected capacity (volume) of the system being used by the

customer. All customers, including County facilities, must pay this fee. These funds are programmed during the annual budget process.

Inflation Factor: An increased cost applied to out year projects in the CIP to account for increases in costs over time.

Lease-purchase Financing: Another form of financing certain assets defined by useful life, typically less than the 20 year average for bond funded projects.

Maintenance Capital: A capital program intended to maintain and increase the useful life of existing capital assets. This program does not enhance, increase, construct, or reconstruct new capital assets. 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 consist of “bona fide” non-expansion projects. Bona fide 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.

MC programs have been developed within several program areas: Transportation; Public Facilities; Parks & Recreation; and Information Technology. Additionally, two other programs are identified for special focus – Americans with Disability Act (ADA) and Energy Efficiency.

Out Years: All years after the current funding year. For example, in the FY 2009 – FY 2014 CIP, all years after FY 2009 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.

Pay-As-You-Go Funding (PAYG): Funding that comes from annual appropriations and part of the adopted operating budget. PAYG funding 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.

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.