FAIRFAX COUNTY
BOARD OF SUPERVISORS
October 7, 2014

AGENDA

9:30	**Done**	Presentations
10:30	**Done**	Presentation of the Volunteer Fire and Rescue Service Awards
10:40	**Done**	Items Presented by the County Executive
	ADMINISTRATIVE ITEMS	
1	**Approved**	Streets into the Secondary System (Mason, Mount Vernon, Springfield and Sully Districts)
2	**Approved**	Extension of Review Periods for 2232 Review Applications (Providence, Mason and Springfield Districts)
3	**Approved**	Authorization to Advertise a Public Hearing to Amend a Deed of Lease with McLean Youth Athletics of Board-Owned Property at 1311 Spring Hill Road (Holladay Field)(Dranesville District)
4	**Approved**	Authorization to Advertise a Public Hearing on a Proposal to Prohibit Through Truck Traffic on Spring Valley Drive, Mitchell Street, Clinton Road and Canard Street (Mason District)
	ACTION ITEMS	
1	**Withdrawn**	Approval of a Regional Joint Action Agreement for the Northern Virginia Long-Term Care Ombudsman Program
2	**Approved**	Approval of an Agreement Between the Town of Vienna and Fairfax County to Design and Construct a Stream Restoration Project on Hunters Branch (Hunter Mill District)
3	**Approved**	Approval of a Resolution to Authorize the Extension of General Obligation Bonds
4	**Approved with amendment**	Approval of Resolution Authorizing Execution of a Project Agreement with the Virginia Department of Transportation for the Preliminary Engineering, Design, and Construction of Various Intersection Improvements Throughout the County (Hunter Mill, Mason, Providence, and Lee Districts)
5	**Approved**	Approval of First Amendment to the Columbia Pike Streetcar Agreement Between Fairfax and Arlington Counties (Mason District)

FAIRFAX COUNTY
BOARD OF SUPERVISORS
October 7, 2014

	ACTION ITEMS (Continued)	
6	**Approved**	Testimony for Public Hearing on Commonwealth of Virginia's Draft Revised Fiscal Year 2015-2020 Six-Year Improvement Program and Upcoming FY 2016 – 2021 Six-Year Improvement Program for Interstate, Primary, and Urban Highway Systems and Public Transportation
7	**Approved**	Approval of Comments to the Virginia Department of Environmental Quality on Proposed Federal Rule 111(d) Regarding Emissions Reductions from Fossil-Fueled Power Plants
	CONSIDERATION ITEMS	
1	**Approved; Supervisor Hyland as Voting Delegate; Chairman Bulova as Alternate**	2014 Virginia Association of Counties Annual Meeting
	INFORMATION ITEMS	
1	**Noted**	Fairfax County Transportation Status Report
10:50	**Done**	Matters Presented by Board Members
11:40	**Done**	Closed Session
	PUBLIC HEARINGS	
4:00	**Approved**	Public Hearing on a Proposed Zoning Ordinance Amendment Re: Food Trucks
4:00	**Deferred to 10/28/14 at 3:30 p.m.**	Public Hearing on SE 2014-SU-023 (Meenakshi Verma Stringfellow Home Child Care) to Permit a Home Child Care Facility (Sully District)
4:00	**Approved**	Public Hearing to Consider Adopting an Ordinance to Establish the Inova Woodburn Temporary Residential Permit Parking District, District T3 (Mason District)
4:00	**Deferred Indefinitely**	Public Hearing to Consider Adopting an Ordinance Expanding the Dunn Loring Residential Permit Parking District, District 3 (Providence District)
4:30	**Approved**	Public Hearing on Amendments to the Code of the County of Fairfax, Chapter 82, Motor Vehicles and Traffic, Section 82-11-1, Notice of Removal of Motor Vehicle

R E V I S E D

Fairfax County, Virginia

BOARD OF SUPERVISORS AGENDA

Tuesday
October 7, 2014

9:30 a.m.

PRESENTATIONS

RECOGNITIONS

- CERTIFICATE – To recognize the International Association of Firefighters Local 2068 for its success during the 2014 Fill the Boot Campaign. Requested by Chairman Bulova.

- RESOLUTION – To recognize the Stroke Comeback Center for its 10th anniversary. Requested by Chairman Bulova and Supervisors Gross, Hudgins and Smyth.

- RESOLUTION – To recognize the Herndon Fortnightly Club for its 125th anniversary. Requested by Supervisor Foust.

- RESOLUTION – To recognize John Payne for his years of service to Fairfax County. Requested by Chairman Bulova.

- RESOLUTION – To recognize Visit Fairfax and WHITE for the success of the "Historical Figures" campaign. Requested by Supervisor Cook.

— more —

Board Agenda Item
October 7, 2014

DESIGNATIONS

- PROCLAMATION – To designate October 5-11, 2014, as Fire Prevention Week in Fairfax County. Requested by Chairman Bulova.

- PROCLAMATION – To designate October 25, 2014, as VolunteerFest Day in Fairfax County. Requested by Chairman Bulova.

STAFF:
Tony Castrilli, Director, Office of Public Affairs
Bill Miller, Office of Public Affairs

Board Agenda Item
October 7, 2014

10:30 a.m.

Presentation of the Volunteer Fire and Rescue Service Awards

ENCLOSED DOCUMENTS:
None. Report delivered under separate cover.

PRESENTED BY:
Shawn Stokes, Secretary of the Volunteer Fire Commission and, President of the Dunn Loring Volunteer Fire and Rescue Department

Board Agenda Item
October 7, 2014

10:40 a.m.

Items Presented by the County Executive

Board Agenda Item
October 7, 2014

ADMINISTRATIVE – 1

Streets into the Secondary System (Mason, Mount Vernon, Springfield and Sully Districts)

ISSUE:
Board approval of streets to be accepted into the State Secondary System.

RECOMMENDATION:
The County Executive recommends that the street(s) listed below be added to the State Secondary System.

Subdivision	**District**	**Street**
Word of Life Assembly of God	Mason	Backlick Road (Route 617) (Additional Right-of-Way (ROW) Only)
		Edsall Road (Route 648) (Additional ROW Only)
BT Property, LLC (UPS in Newington)	Mt.Vernon	Alban Road (Route 790) (Additional ROW Only)
Colchester Land Company (Gunston Commerce Center Landbay D)	Mt. Vernon	Furnace Road (Route 611) (Additional ROW Only)
		Furnace Road (Route 611) (Additional ROW Only)
Michael & Marilyn Giampa (Barnes Property)	Mt. Vernon	Gunston Road (Route 242) (Additional ROW Only)
		Old Colchester Road (Route 611) (Additional ROW Only)
Lakewood Hills Section 10 Phase 1	Springfield	Sabine Hall Road
		Castle Hill Road
		Red Hill Drive
		Berry Hill Court

Board Agenda Item
October 7, 2014

Subdivision	**District**	**Street**
Lakewood Hills Section 10 Phase 2	Springfield	Castle Hill Road
		Red Hill Drive
		Carters Grove Court
		Fairfax County Parkway (Route 286) (Additional ROW Only)
		Huntsman Boulevard (Route 4521) (Additional ROW Only)
Everwood	Sully	Kenna Court

TIMING:
Routine.

BACKGROUND:
Inspection has been made of these streets, and they are recommended for acceptance into the State Secondary System.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Street Acceptance Forms

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Audrey Clark, Acting Director, Land Development Services, DPWES

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 3641-SP-03

SUBDIVISION PLAT NAME: Word of Life Assembly of God

COUNTY MAGISTERIAL DISTRICT: Mason

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 04/18/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Backlick Road (Route 617) (Additional Right-of-Way Only)	342' S CL Matthew Place (Route 2469)	531' S to End of Dedication	0.0
Edsall Road (Route 648) (Additional Right-of-Way Only)	360' W CL Dublin Avenue (Route 2690)	727' W to End of Dedication	0.0
		TOTALS:	0.0

NOTES:

Backlick Road: 4' Concrete Sidewalk on East Side to be maintained by VDOT.

Edsall Road: 4' Concrete Sidewalk on North Side to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 0187-SP-002

SUBDIVISION PLAT NAME: BT Property, LLC (UPS in Newington)

COUNTY MAGISTERIAL DISTRICT: Mount Vernon

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 06/09/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Alban Road (Route 790) (Additional Right-of-Way Only)	1,940' SW CL Boudinot Drive (Route 4502)	966' SW to End of Dedication	0.0
		TOTALS:	0.0

NOTES:

5' Concrete Sidewalk on West Side to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 9754-SP-011

SUBDIVISION PLAT NAME: Colchester Land Co. (Gunston Commerce Center Landbay D)

COUNTY MAGISTERIAL DISTRICT: Mount Vernon

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nelia Arphorse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 06/11/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Furnace Road (Route 611) (Additional Right-of-Way Only)	2,000' N CL Richmond Highway (Route 1)	481' NE to End of Dedication	0.0
Furnace Road (Route 611) (Additional Right-of-Way Only)	3,990' NE CL Richmond Highway (Route 1)	797' NE to End of Dedication	0.0
		TOTALS:	0.0

NOTES:

8' Asphalt Trail on North Side to be maintained by Fairfax County.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nidia Alphonse

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 8393-SD-001

SUBDIVISION PLAT NAME: Michael & Marilyn Giampa (Barnes Property)

COUNTY MAGISTERIAL DISTRICT: Mount Vernon

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 06/05/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Gunston Road (Route 242) (Additional Right-of-Way Only)	37' N CL Old Colchester Road (Route 611)	87' N to End of Dedication	0.0
Old Colchester Road (Route 611) (Additional Right-of-Way Only)	45' SW CL Gunston Road (Route 242)	90' SW to End of Dedication	0.0
		TOTALS:	0.0

NOTES:

Gunston Road: 10' Asphalt Trail on West Side to be maintained by Fairfax County.

Old Colchester Road: 10' Asphalt Trail on North Side to be maintained by Fairfax County.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nidia Alphonsy

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 5466-SD-001

SUBDIVISION PLAT NAME: Lakewood Hills Section 10 Phase 1

COUNTY MAGISTERIAL DISTRICT: Springfield

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 06/12/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Sabine Hall Road	CL Huntsman Boulevard (Route 4521) - 520' NE CL Wagon Trail Lane (Route 6865)	286' W to CL Castle Hill Road	0.05
Castle Hill Road	CL Sabine Hall Road - 286' W CL Huntsman Boulevard (Route 4521)	146' N to Section Line and 857' SW to CL Red Hill Drive Total = 1,003'	0.19
Red Hill Drive	CL Castle Hill Road - 857' SW CL Sabine Hall Road	287' SW to End of Cul-de-Sac and 467' NE to Section Line Total = 754'	0.14
Berry Hill Court	CL Red Hill Drive - 300' NE CL Castle Hill Road	506' SE to End of Cul-de-Sac	0.10
		TOTALS:	0.48

NOTES:

Sabine Hall Road: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.
Castle Hill Road: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.
Red Hill Drive: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.
Berry Hill Court: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 5466-SD-002

SUBDIVISION PLAT NAME: Lakewood Hills Section 10 Phase 2

COUNTY MAGISTERIAL DISTRICT: Springfield

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 06/12/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Castle Hill Road	Existing Castle Hill Road - 146' NW CL Sabine Hall Road	836' NW to CL Red Hill Drive	0.16
Red Hill Drive	Existing Red Hill Drive - 167' NE CL Berry Hill Court	1,004' NE to End of Cul-de-Sac	0.19
Carters Grove Court	CL Castle Hill Road - 648' NW CL Sabine Hall Road	314' NE to End of Cul-de-Sac	0.06
Fairfax County Parkway (Route 286) (Additional Right-of-Way Only)	35' W CL Huntsman Boulevard (Route 4521)	590' W to End of Dedication	0.0
Huntsman Boulevard (Route 4521) (Additional Right-of-Way Only)	60' S CL Fairfax County Parkway (Route 286)	445' S to End of Dedication	0.0
		TOTALS:	0.41

NOTES:

Castle Hill Road: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Red Hill Drive: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Carters Grove Court: 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 6452-SD-002

SUBDIVISION PLAT NAME: Everwood

COUNTY MAGISTERIAL DISTRICT: Sully

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia A Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 06/05/2014

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Kenna Court	CL Stream Valley Drive (Route 7989) - 739' NW CL Stringfellow Road (Route 645)	551' N to End of Cul-de-Sac	0.10
		TOTALS:	0.10

NOTES:

5' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Board Agenda Item
October 7, 2014

ADMINISTRATIVE – 2

Extension of Review Periods for 2232 Review Applications (Providence, Mason and Springfield Districts)

ISSUE:
Extension of the review periods for specific 2232 Review applications to ensure compliance with the review requirements of *Section* 15.2-2232 of the *Code of Virginia.*

RECOMMENDATION:
The County Executive recommends that the Board extend the review periods for the following applications: FS-P14-25 to December 19, 2014, FS-M14-29 to December 20, 2014, FS-P14-27 to December 25, 2014, and FSA-Y00-44-2 to December 26, 2014.

TIMING:
Board action is required on October 7, 2014, to extend the review periods of the applications noted above before their expirations.

BACKGROUND:
Subsection F of *Section* 15.2-2232 of the *Code of Virginia* states: "Failure of the commission to act on any such application for a telecommunications facility under subsection A submitted on or after July 1, 1998, within ninety days of such submission shall be deemed approval of the application by the commission unless the governing body has authorized an extension of time for consideration or the applicant has agreed to an extension of time. The governing body may extend the time required for action by the local commission by no more than sixty additional days. If the commission has not acted on the application by the end of the extension, or by the end of such longer period as may be agreed to by the applicant, the application is deemed approved by the commission."

The Board should extend the review period for applications FS-P14-25, which was accepted for review by the Department of Planning and Zoning (DPZ) on July 22, 2014, FS-M14-29 accepted on July 23, 2014, FS-P14-27 accepted on July 28, 2014, and FSA-Y00-44-2, accepted on July 29, 2014. These applications are for a telecommunications facility and thus subject to the State Code provision that the Board may extend the time required for the Planning Commission to act on these applications by no more than sixty additional days.

The review periods for the following applications should be extended:

FS-P14-25 Verizon Wireless

Installation of Telecommunications Facility – Building Rooftop
1651 Old Meadow Road
McLean, Virginia
Providence District
Extend to December 19, 2014

FS-M14-29 AT&T
Installation of Telecommunications Facility – Existing Flagpole
5100 Backlick Road
Annandale, Virginia
Mason District
Extend to December 20, 2014

FS-P14-27 Verizon Wireless
Installation of Telecommunications Facility – Stealth Chimney
7501 Leesburg Pike
Falls Church, Virginia
Providence District
Extend to December 25, 2014

FSA-Y00-44-2 Sirius XM Radio
Modification to Telecommunications Facility – Building Rooftop
4000 Legato Road
Fairfax, Virginia
Springfield District
Extend to December 26, 2014

The need for the full time of these extensions may not be necessary, and is not intended to set a date for final action.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
None

STAFF:
Robert A. Stalzer, Deputy County Executive
Fred R. Selden, Director, Department of Planning and Zoning, DPZ
Chris B. Caperton, Chief, Facilities Planning Branch, Planning Division, DPZ
Douglas W. Hansen, Senior Planner, Facilities Planning Branch, Planning Division, DPZ

Board Agenda Item **REVISED**
October 7, 2014

ADMINISTRATIVE - 3

Authorization to Advertise a Public Hearing to Amend a Deed of Lease with McLean Youth Athletics of Board-Owned Property at 131~~0~~1 Spring Hill Road (Holladay Field) (Dranesville District)

ISSUE:
Authorization from the Board of Supervisors is requested to advertise a public hearing to amend a Deed of Lease with McLean Youth Athletics (MYA) for Board-owned property at 131~~0~~1 Spring Hill Road.

RECOMMENDATION:
The County Executive recommends that the Board authorize a public hearing to amend a Deed of Lease with MYA for Board-owned property at 131~~0~~1 Spring Hill Road.

TIMING:
Board action is requested on October 7, 2014, to provide sufficient time to advertise the proposed public hearing on November 18, 2014, at 5:00 p.m.

BACKGROUND:
The Board of Supervisors is the owner of a five-acre parcel located at 131~~0~~1 Spring Hill Road, McLean, Virginia (Tax Map Number 0291 20 ~~0005~~C) and situated next to Spring Hill Elementary School. The property (informally referred to as Holladay Field) contains a full-sized athletic field and practice area.

On December 13, 2001, the County entered into a Deed of Lease ("Lease") with McLean Youth Incorporated (MYI), the predecessor to MYA and hereinafter referred to as MYA, in which the County agreed to lease Holladay Field to MYA for a five-year term beginning on January 1, 2002 to December 31, 2006. In exchange, MYA was permitted to make improvements to the field and accepted responsibility for maintenance. During the term of this Lease, MYA has installed hybrid Bermuda grass on the site, maintained the field during the athletic seasons, and winterized the field before the off-season. Either party possessed the right to end the agreement with 120 days' notice. MYA has been a year-to-year periodic tenant since the original lease expiration date of December 31, 2006.

MYA has requested a few changes to the Deed of Lease to protect its investments in the field and to better track the athletic calendar. The revised term will have a retroactive start date of July 1, 2014, and will end on June 30, 2015. MYA has explained that a new termination date of June 30th would correspond with the end of its spring season. The term will be renewed annually unless either party provides notice of nonrenewal by May 1st of any given year the Lease remains in effect.

MYA has also proposed to amend the Deed of Lease to delete the existing 120-day termination provision and replace it with a provision that authorizes either party to terminate the Deed of Lease, effective December 31st, by giving written notice of termination on or before November 1st of the same year. That would give MYA ample time to remove goals, signs, bleachers, and irrigation system from the site before the end of the lease term. Pursuant to the Board's field allocation policy, other recreational groups will continue to be allowed to use twenty (20) percent of available field time at the Holladay Field.

In accordance with Board Policy and Section 15.2-1800 of the Code of Virginia, a public hearing is required prior to any lease or other disposition of Board-owned property.

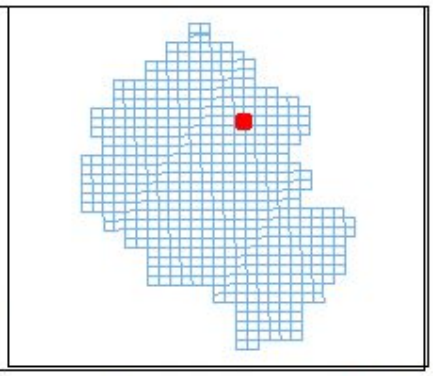
FISCAL IMPACT:
None

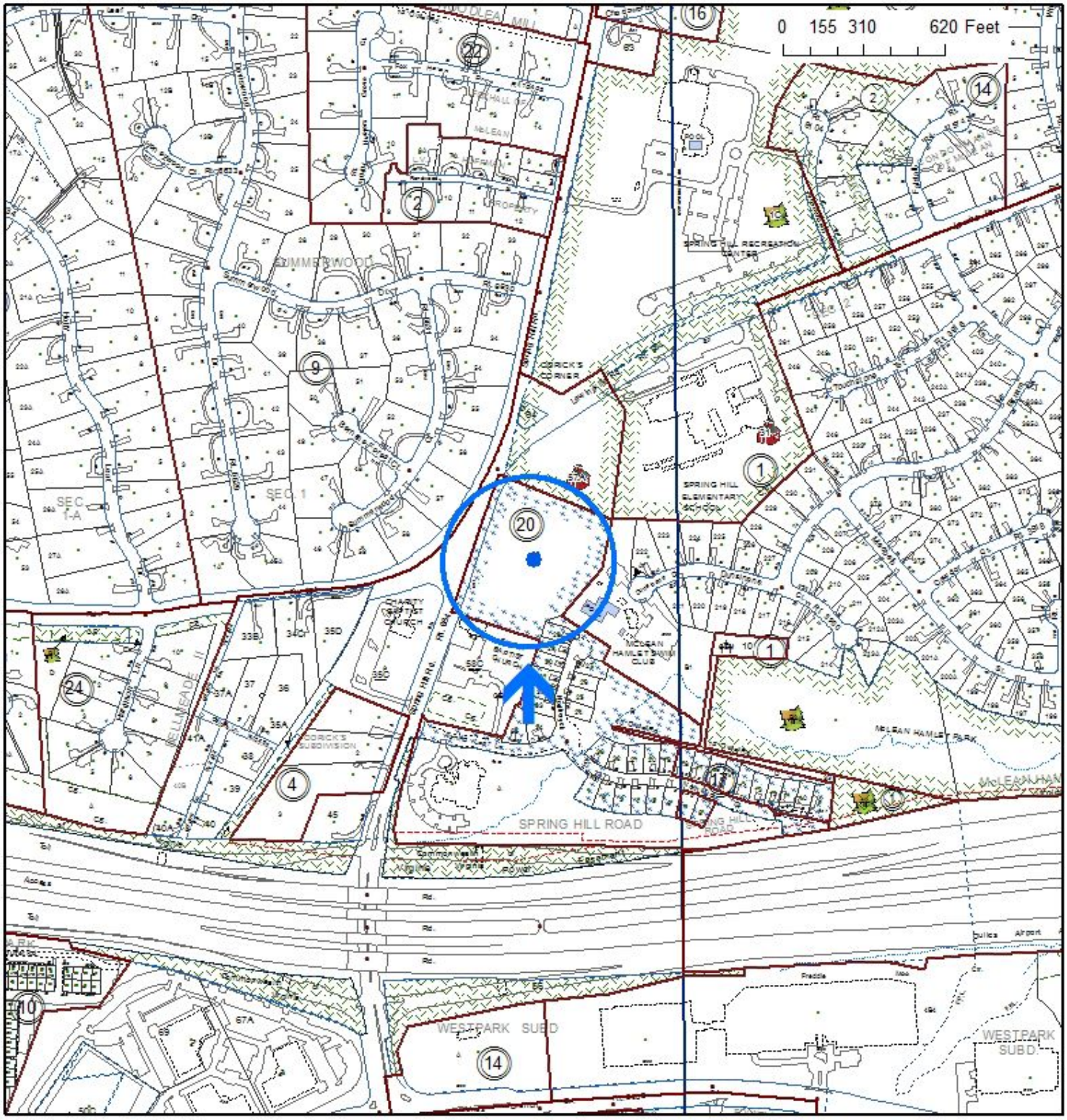
ENCLOSED DOCUMENTS:
Attachment 1 – Location Map
Attachment 2 – Draft Lease Amendment
Attachment 3 – Original Lease

STAFF:
David J. Molchany, Deputy County Executive
Christopher A. Leonard, Director, Neighborhood and Community Services
Jose A. Comayagua, Jr., Director, Facilities Management Department

Board-Owned Property at 1311 Spring Hill Road, McLean

County Tax Map No. 29-1 ((20)) Parcel C





AMENDMENT TO DEED OF LEASE

THIS AMENDMENT to Deed of Lease is made and entered into this ___ day of ____ 2014, by and between the BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA ("Landlord"), and McLEAN YOUTH, INCORPORATED, now known as McLEAN YOUTH ATHLETICS, INC. ("MYA" or "Tenant"); and

WHEREAS on December 13, 2001, MYA entered into a Deed of Lease with the Landlord ("Deed of Lease"), which is attached hereto and incorporated by reference into this Amendment to Deed of Lease; and

WHEREAS paragraph 16 of the Deed of Lease provides that it may be amended or modified by a writing signed by both parties; and

WHEREAS the Landlord and MYA wish to amend the Deed of Lease through this writing to adjust the term of lease to run from the 1st day of July, 2014, to the 30th day of June, 2015, rather than from January 1st to December 31st; and

WHEREAS the Landlord and MYA wish to amend the Deed of Lease through this writing to delete the 60-day notice of non-renewal provision in paragraph 2 of the Deed of Lease, and to provide instead that the Deed of Lease shall continue to automatically renew annually unless notice to the contrary is given by either party on or before May 1st of any given year that the Deed of Lease remains in effect; and

WHEREAS the Landlord and MYA further wish to amend the Deed of Lease through this writing to delete the existing termination provision in paragraph 3 of the Deed of Lease and replace it with a provision that authorizes either party to terminate the Deed of Lease, effective December 31st, by giving written notice of termination on or before November 1st of the same year; and

WHEREAS McLean Youth, Incorporated, by Articles of Amendment admitted to record by the Clerk of the State Corporation Commission on May 21, 2004, changed the name of its corporation from McLean Youth, Incorporated, to McLean Youth Athletics, Inc.; now, therefore,

WITNESSETH:

1. The Landlord and MYA hereby mutually agree that effective July 1, 2014, the term of the Deed of Lease shall no longer run annually from January 1st to December 31st, but shall be amended to begin on the 1st day of July, 2014, and end at midnight on the 30th day of June, 2015, unless sooner terminated pursuant to the termination provision in paragraph 2 below. The Deed of Lease shall continue to automatically renew annually unless written notice to the contrary is given by either party on or before May 1st of any given year the lease remains in effect. In the event either party provides timely, written notice of non-renewal, the Deed of Lease shall become null and void at the end of the effective term.

2. The Landlord and MYA further mutually agree that either party may terminate the lease, within any given year the lease is in effect, by giving written notice of termination on or before November 1st. If either party provides such timely, written notice of termination, the Lease shall terminate at midnight on December 31st of the same year.

3. The Landlord and MYA hereby mutually agree that, by virtue of McLean Youth, Incorporated, officially changing its name to McLean Youth Athletics, Inc., the Deed of Lease and this Amendment shall be by and between the Landlord and McLean Youth Athletics, Inc.

4. Except to the extent modified herein, all of the other terms and conditions of the Deed of Lease dated December 13, 2001, shall continue in full force and effect between the Landlord and MYA.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed on the date first above written.

WITNESS:

THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA

_____

By:_____
County Executive

McLEAN YOUTH ATHLETICS, INC.

_____

By:_____

DEED OF LEASE

THIS DEED OF LEASE made this 13th day of December, 2001, by and between the BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA ("Landlord"), and the MCLEAN YOUTH INCORPORATED ("MYI" or "Tenant"), each a "Party" and collectively, the "Parties".

WITNESSETH:

1. **PREMISES:** Landlord hereby leases to Tenant a portion of the property identified by Tax Map No. 29-1-0020 Parcel C which is shown on the attached Exhibits A& B (the "Premises"). Landlord represents and warrants that it is the owner of the Premises, located at 1301 Spring Hill Road in McLean, Virginia,

2. **TERM:** This Lease is hereby granted for a term of five years beginning on the 1st day of January, 2002, and ending at midnight on the 31st day of December, 2006, unless sooner terminated pursuant to Paragraph 3. The Landlord and the Tenant agree that this Lease shall be automatically renewed annually unless notice to the contrary is given by either party 60 days prior to the end of the current term, or any annual lease renewal period, and in this event, the Lease shall become null and void at the end of the effective term. If the Lease is automatically renewed then all covenants, conditions, and terms will remain the same except as may otherwise be agreed by the parties pursuant to paragraph 16.

3. **TERMINATION:** This Lease may be terminated at any time, by either party, upon 120 days prior written notice. Provided however, if the Landlord invokes this provision prior to the third anniversary of the start of the term (prior to January 1, 2005), Landlord, during the following fiscal year budget appropriations, shall request the Board of Supervisors refund Tenant the costs of unamortized site improvements undertaken under this lease which are neither removable nor recoupable by Tenant.

4. **CONSIDERATION:** In consideration of the Tenant's use of the subject Premises, Tenant will provide sports-related activities to the community and maintain Premises in a manner satisfactory to the Landlord.

5. **USE:** The Premises are leased to the Tenant for the Tenant's use of the field for games, practices, clinics and other activities consistent with youth sports or community-related activities. The Premises shall not be sublet or assigned without the prior written consent of the Landlord.

The Tenant understands the allocation of these fields will be counted as part of its regularly assigned fields and adjustments will be made to any future Fairfax County field allocations in accordance with the Landlord's Department of Community and Recreation Services field allocation policy.

6. **CARE OF THE PREMISES:** The Premises are leased "as is" and are to be returned to the Landlord at the expiration of this Lease in as good condition as received. Subject to the terms of this Paragraph 6, Tenant shall have the right to make improvements to the Premises and the Landlord reserves the right to require the Tenant, upon the termination of the Lease, to restore the Premises to its condition as of the commencement date of the Lease term at the Tenant's expense, including, but not limited to, the removal of any improvements made by Tenant or Landlord in Tenant's stead pursuant to the terms of this Lease, and the grading and reseeding or resodding of the Premises subject to the provisions of Paragraph 3 of this Lease. The Tenant shall assume all utility expenses directly attributable to the Premises, and will pay all such final utility bills upon the termination of the Lease. The Tenant shall keep the Premises neat and clean and free from nuisances and hazards at all times during the term of the Lease.

The Tenant shall not make any modifications or alterations to the Premises without the prior written consent of the Landlord which consent shall not be unreasonably withheld. The Tenant shall submit copies of all plans, specifications, and other documentation describing any proposed modifications or alterations to the Landlord for review and approval. The Tenant is responsible for securing all permits and governmental approvals required in connection with the proposed use of the Premises.

All requests to perform any modifications or alterations to the Premises which will require that the field be taken out of service for an entire season shall be submitted to the Landlord prior to June 1st for the fall season and January 1st for the spring season of any given year that this lease remains in effect.

7. **MAINTENANCE AND REPAIR:** The Tenant shall be responsible for all maintenance (including grass seeding if needed), grass cutting and repairs, including the maintenance and repair of all improvements located on the Premises or placed on the Premises in accordance with this Lease. The Tenant shall notify the Landlord of any period during which the Premises will not be available for use due to maintenance 30 days in advance of the work.

8. **INSURANCE REQUIREMENTS:**

Liability for Damage to Personal Property and Persons: All personal property of the Tenant (including the personal property of its employees, business invitees, subtenants, customers, clients, agents, family members, guests or trespassers, etc), in and on said Premises, shall be and remain at the sole risk of the Tenant, and Landlord shall not be liable to them for any damage to, or loss of, such personal property arising from any act of any other persons. The Landlord and its officials, employees, volunteers, and agents shall not be liable for any personal injury to the Tenant (including their employees,

business invitees, subtenants, customers, clients, agents, family members, guests or trespassers, etc.) from the use, occupancy and condition of the Premises. Provided however, that nothing in this provision shall either take from or add to the rights of any individual, organization or governmental entity under the laws of the Commonwealth of Virginia.

Liability Insurance: During the Lease Term, the Tenant will maintain a policy of commercial general liability insurance insuring the Landlord and Tenant against liability arising out of the ownership, use, occupancy, or maintenance of the Premises. The insurance will be maintained for personal injury and property damage liability, adequate to protect the Landlord against liability for injury or death or any person in connection with the use, operation and condition of the Premises, in an amount of not less than ONE MILLION DOLLARS ($1,000,000) occurrence/aggregate. The limits of the insurance will not limit the liability of the Tenant. If the Tenant fails to maintain the required insurance the Landlord may, but does not have to, maintain the insurance at the Tenant's expense. The policy shall expressly provide that it is not subject to invalidation of the Landlord's interest by reason of any act or omission on the part of the Tenant.

Tenant's Insurance Policies: Insurance carried by the Tenant will be with companies reasonably acceptable to the Landlord. The Tenant will deliver to the Landlord a certificate evidencing the existence and amounts of the insurance within thirty (30) days of the execution of this Lease. No policy shall be cancelable or subject to reduction of coverage or other modification except after sixty (60) days' prior written notice to the Landlord. Tenant shall, at least 60 days prior to the expiration of the policies, furnish the Landlord with renewals or "binders" for the policies, or Landlord may order the required insurance and charge the cost to the Tenants.

The Tenant will not do anything or permit anything to be done or any hazardous condition to exist ("Increased Risk") which shall invalidate or cause the cancellation of the insurance policies carried by the Tenant. If the Tenant commits, allows or permits any Increased Risk which causes an increase in the cost of insurance policies, then Tenant shall reimburse Landlord for additional premiums attributable to any act, omission or operation of Tenant causing the increase in the premiums. Payment of additional premiums will not excuse Tenant from terminating or removing the Increased Risk unless Landlord agrees in writing. Absent agreement, Tenant shall promptly terminate or remove the Increased Risk.

The Landlord shall be named as an "additional insured" on the commercial general liability policy and it shall be stated on the Insurance Certificate that this coverage "is primary to all other coverage the Landlord may possess."

9. **INDEMNIFICATION:** The Tenant hereby agrees to indemnify and hold harmless the Landlord, its officers, agents and all employees and volunteers, from any and all claims for bodily injuries and personal injuries to the public, including cost of investigation, all expenses of litigation, including reasonable attorney fees and the cost of appeals arising out of any claims or suits because of the Tenant, including his

agents, servants, employees, volunteers, invitees, guests or trespassers arising from the use, occupancy and condition of the Premises.

10. **RESTORATION:** Upon the termination of this Lease, the Tenant shall vacate the Premises and shall remove all personal property and improvements from the Premises at the Landlord's option. If the Tenant fails to vacate the Premises, and, if required by the Landlord, fails to remove any improvements and restore the Premises to its condition as of the commencement date of the Lease term by the date of the termination of this Lease, the Landlord shall have the immediate right to enter upon and take possession of the Premises, to remove any and all personal property of the Tenant and to restore the Premises to its condition as of the commencement date of the Lease term, and the Tenant shall be liable for all costs and fees reasonably incurred by the Landlord in connection therewith, including but not limited to all costs and attorney's fees incurred to enforce the Tenant's obligations hereunder.

11. **BREACH OF LEASE:** If the Tenant uses the Premises for any other purpose than herein stated, or fails to maintain the Premises in the condition herein specified, or otherwise is in breach of any provision of this Lease, and such act or breach remains uncured more than thirty (30) days (or such longer period as reasonably required) after Tenant's receipt of written notice from Landlord of such act or breach, then such act or breach shall constitute a violation of this Lease, in which case the Landlord hereby reserves the right to terminate this Lease, and is hereby expressly given the right to enter the Premises and remove any and all belongings and property of the Tenant, and thereby repossess the Premises without let or hindrance or any right of damage against Landlord by said Tenant or anyone occupying the Premises, and shall have all rights and remedies provided in paragraph 12 of this Lease.

12. **OTHER REMEDIES:** It is also understood and agreed that in case of violation of this agreement in any way by a Party, the other Party hereby reserves and hereby is expressly given the right to take any other action allowable by law for the enforcement of this agreement.

13. **ACCESS TO PREMISES:** The Tenant hereby grants to the Landlord, its agents, employees, contractors or representatives the right to enter on the Premises at any time provided that such entry does not prevent or impair Tenant from using the Premises for the purposes agreed herein.

14. **PARKING:** Premises has no on-site parking. Landlord is not responsible for obtaining and/or providing on-site or off-site parking for Tenant.

15. **NOTICES:** All notices, payments, demands and requests hereunder shall be in writing and shall be deemed to have been properly given when received by hand delivery or by United States First Class, Registered or Certified Mail, postage prepaid, and addressed to the Landlord as follows:

Fairfax County Government
Facilities Management Division
12000 Government Center Parkway
Suite 424 – Attention: Leasing Manager
Fairfax, Virginia 22035-0011

and to the Tenant as follows:

McLean Youth Incorporated

_____
_____
_____
_____

or to such other addresses as either of the parties may designate from time to time by giving written notice as herein required.

16. **MISCELLANEOUS:** This Lease represents the entire agreement between the parties and supersedes all other prior agreements, oral or written, between the parties relating to the Premises. This Lease can be amended or modified only by writing signed by both parties. If any provision of this Lease is found to be invalid by a court of competent jurisdiction, said provision shall be stricken from this Lease and all remaining terms and provision shall remain in full force and effect. This Lease is binding upon the parties, their successors and assigns.

IN WITNESS WHEREOF, each of the Parties hereto represents and warrants that it has been duly authorized to enter into this Lease and has caused this instrument to be executed by its duly authorized representative on the date first above written.

WITNESS:

Robert L Morgan
Robert L Morgan
Leasing Manager

MYS

LANDLORD:

THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA

By 12-7-01
Robert A. Stalter
Deputy County Executive

TENANT:

By Forrest A Horton
MCLEAN YOUTH INCORPORATED

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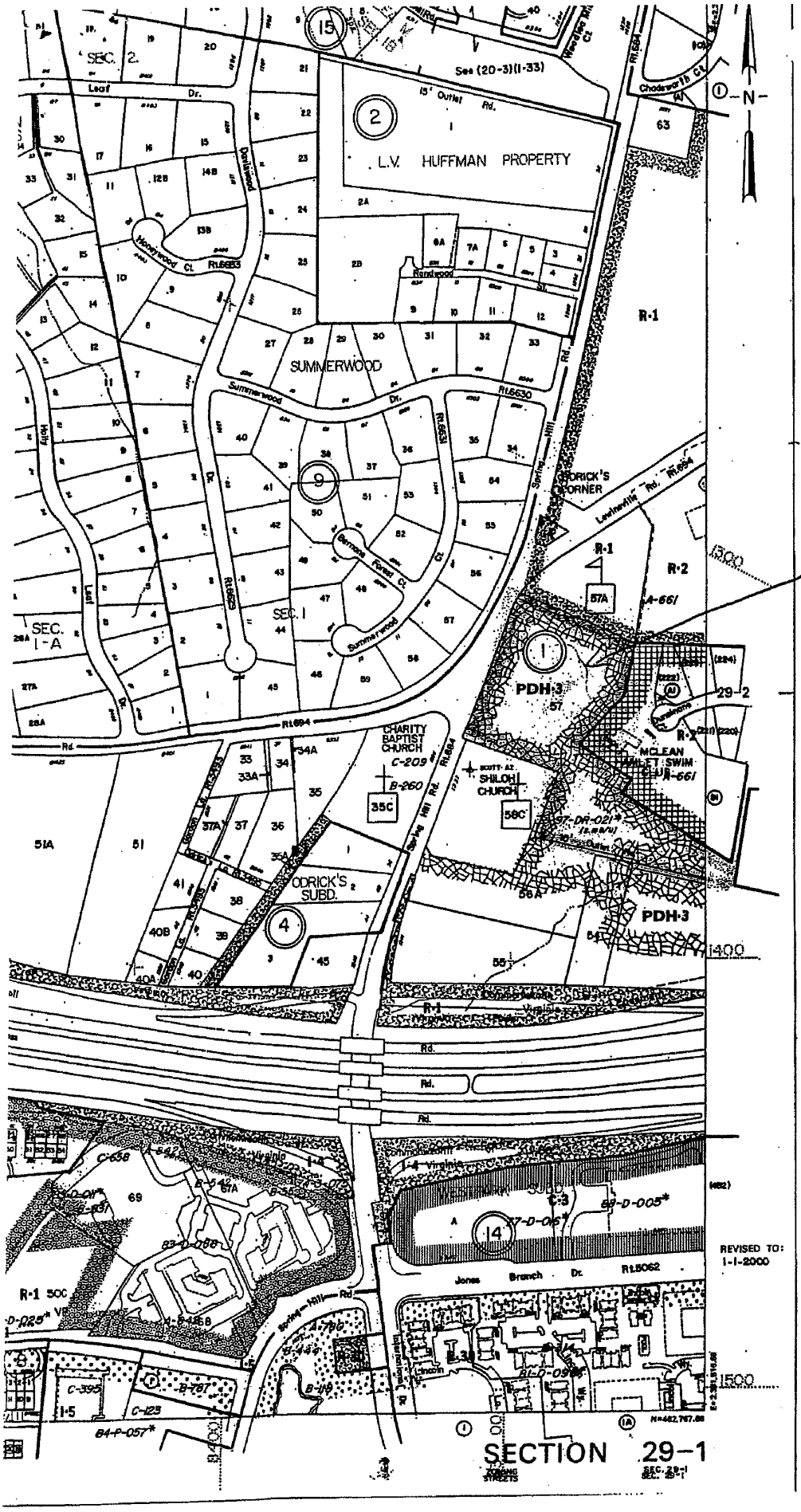
EXHIBIT A



LEASED PREMISES

Board Agenda Item
October 7, 2014

ADMINISTRATIVE - 4

Authorization to Advertise a Public Hearing on a Proposal to Prohibit Through Truck Traffic on Spring Valley Drive, Mitchell Street, Clinton Road and Canard Street (Mason District)

ISSUE:
Board authorization to advertise a public hearing for the purpose of endorsing the following roads to be included in the Residential Traffic Administration Program (RTAP) for through truck traffic restrictions:

- Spring Valley Drive between Braddock Road and Mitchell Street.
- Mitchell Street between Spring Valley Drive and Edsall Road.
- Clinton Road between Spring Valley Drive and Mitchell Street.
- Canard Street between Mitchell Street and Edsall Road.

RECOMMENDATION:
The County Executive recommends the Board authorize advertisement of a public hearing for the purpose of endorsing Spring Valley Drive between Braddock Road and Mitchell Street; Mitchell Street between Spring Valley Drive and Edsall Road; Clinton Road between Spring Valley Drive and Mitchell Street; and Canard Street between Mitchell Street and Edsall Road to be included in the RTAP for through truck traffic restrictions.

TIMING:
The Board should take action on October 7, 2014 to provide sufficient time for advertisement of the proposed public hearing scheduled for October 28, 2014, 4:30 p.m.

BACKGROUND:
In a memorandum dated July 10, 2014, Supervisor Gross requested staff to work with the Virginia Department of Transportation (VDOT) to implement through truck traffic restrictions on Spring Valley Drive, Mitchell Street, Clinton Road and Canard Street, due to continuing safety concerns of residents regarding through trucks utilizing these four roads as a shortcut between Braddock Road and Edsall Road. The increased truck traffic has exacerbated safety concerns for the neighborhood. A possible alternate route is via Braddock Road to Backlick Road to Edsall Road.

Board Agenda Item
October 7, 2014

Section 46.2-809, of the *Code of Virginia* requires a local jurisdiction to hold a duly advertised public hearing on any proposal to restrict through truck traffic on a primary or secondary road. Further, a resolution pertaining to prohibiting through truck traffic on a portion of this road has been prepared for adoption and transmittal to VDOT which will conduct the formal engineering study of the through truck restriction request.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Resolution to Restrict Through Truck Traffic on Spring Valley Drive, Mitchell Street, Clinton Road and Canard Street
Attachment II: Area Map of Proposed Through Truck Traffic Restriction

STAFF:
Robert A. Stalzer, Deputy County Executive
Thomas P. Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric M. Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Steven K. Knudsen, Transportation Planner, FCDOT

ATTACHMENT I

RESOLUTION

FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION
RESIDENTIAL TRAFFIC ADMINISTRATION PROGRAM (RTAP)
THROUGH TRUCK TRAFFIC RESTRICTION
SPRING VALLEY DRIVE, MITCHELL STREET, CLINTON ROAD
AND CANARD STREET
MASON DISTRICT

WHEREAS, the residents who live along Spring Valley Drive, Mitchell Street, Clinton Road and Canard Street have expressed concerns regarding the negative impacts associated with through truck traffic on this road; and

WHEREAS, a reasonable alternate route has been identified for Spring Valley Drive, Clinton Road, Mitchell Street and Canard Street starting at Spring Valley Drive and Braddock Road to the intersection of Braddock Road and Backlick Road, and from the intersection of Braddock Road and Backlick Road to the intersection of Backlick Road and Edsall Road and then on to the intersection of Edsall Road and Mitchell Street; and

WHEREAS, it is the intent of the Fairfax County Board of Supervisors to ensure that the proposed through truck restriction be enforced by the Fairfax County Police Department; and

WHEREAS, a public hearing was held pursuant to Section 46.2-809 of the *Code of Virginia*;

NOW THEREFORE BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, has determined that in order to promote the health, safety, and general welfare of the citizens of Fairfax County, it is beneficial to prohibit through truck traffic on Spring Valley Drive, between Braddock Road and Mitchell Street; on Clinton Road, between Spring Valley Drive and Mitchell Street; on Mitchell Street, between Spring Valley Drive and Edsall Road; and on Canard Street, between Mitchell Street and Edsall Road as part of the County's Residential Traffic Administration Program (RTAP).

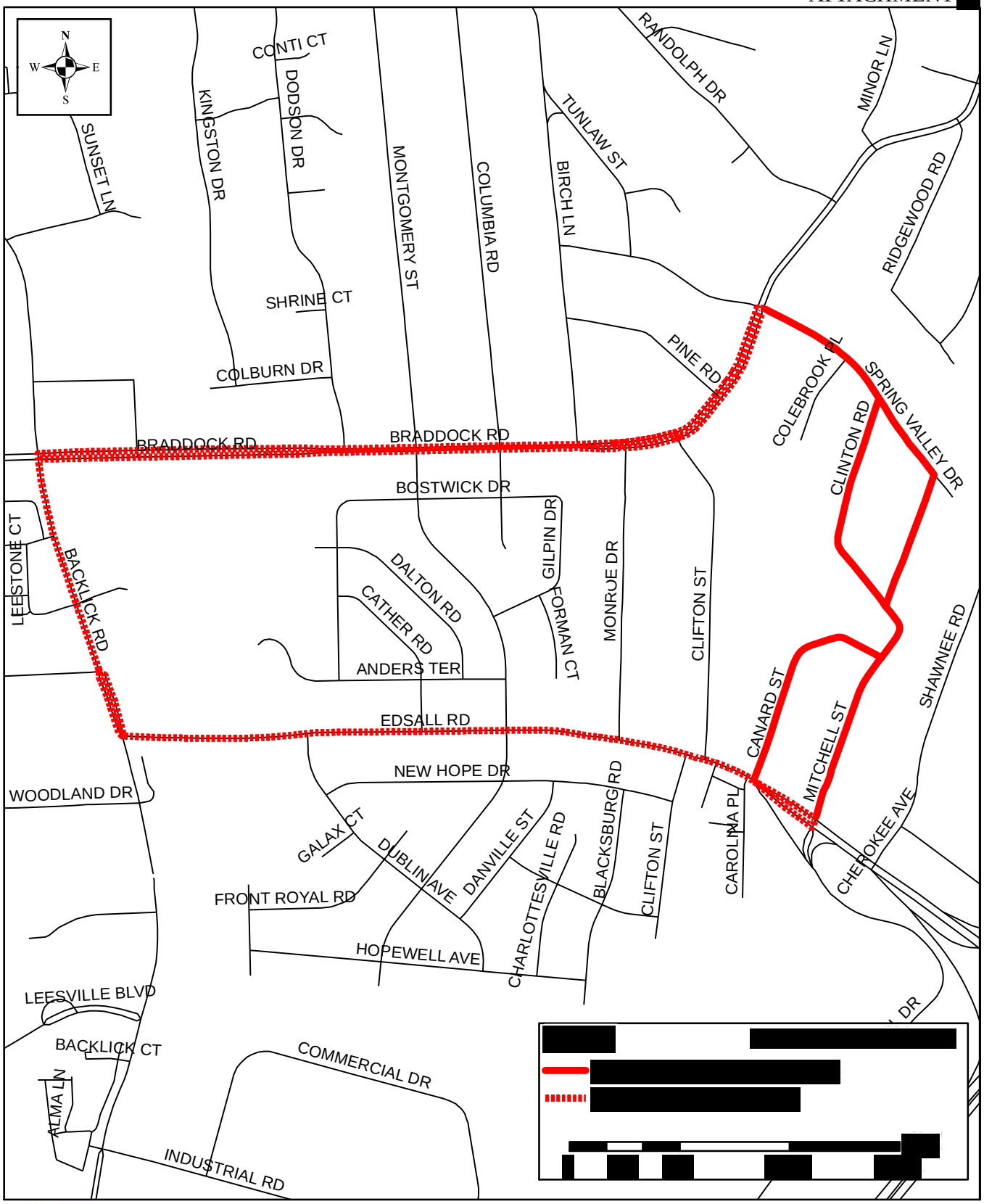
FURTHER BE IT RESOLVED, that the Commonwealth Transportation Board is hereby formally requested to take necessary steps to enact this prohibition.

ADOPTED this 28th day of October, 2014.

A Copy Teste:

_____
Catherine A. Chianese
Clerk to the Board of Supervisors

ATTACHMENT [redacted] 2



Fairfax County Department of Transportation
RESIDENTIAL TRAFFIC ADMINISTRATION PROGRAM (RTAP)
PROPOSED THROUGH TRUCK RESTRICTION
SPRING VALLEY DRIVE, CLINTON ROAD,
MITCHELL STREET & CANARD STREET
Mason District

[redacted]

Board Agenda Item
October 7, 2014

BOARD ITEM WITHDRAWN

ACTION – 1

Approval of a Regional Joint Action Agreement for the Northern Virginia Long-Term Care Ombudsman Program

ISSUE:
Board of Supervisors' approval of a Regional Joint Action Agreement for the Northern Virginia Long-Term Care Ombudsman Program among the Counties of Fairfax, Arlington, and Loudoun, as well as the City of Alexandria.

RECOMMENDATION:
The County Executive recommends that the Board approve the Regional Joint Action Agreement for the Northern Virginia Long-Term Care Ombudsman Program (Attachment 1) and authorize him to sign the agreement.

TIMING:
Board approval is requested on October 7, 2014, to approve a Regional Joint Action Agreement (Attachment 1) for the Northern Virginia Long-Term Care Ombudsman Program.

BACKGROUND:
In September 1984, the Board of Supervisors approved the County's participation in the Northern Virginia Long-Term Care Ombudsman Program. In September 1985, a joint action agreement was signed by the Executives for the Counties of Fairfax, Arlington, Loudoun, and Prince William, as well as the City of Alexandria. Prince William County, although initially part of the joint action agreement, withdrew from the regional program in July 2013.

The Northern Virginia Long-Term Care Ombudsman Program provides the following services to residents: the investigation and the resolution of complaints or concerns that relate to the health, safety, welfare, or rights of some of the county's most vulnerable residents; the recruitment, training, and oversight of volunteers that contribute to the well-being of the residents; provision of education and consultation to the public; providing technical assistance to other community and county agencies and to the facilities themselves.

The Northern Virginia Long-Term Care Ombudsman Program originates from the Older Americans Act, a federal provision, which requires every state to have a state long term care ombudsman program and encourages the development of sub-state programs. Virginia's State Long-Term Care Ombudsman designated Fairfax County as the administrative unit to annually receive federal and state funding from the Virginia Division for the Aging for the participating jurisdictions. Each of the participating jurisdictions, the Counties of Fairfax, Arlington, Loudoun, and the City of Alexandria will contribute financially for the staff and the ongoing operation of the program.

As the Administrative Unit for the Northern Virginia Long-Term Care Ombudsman Program, Fairfax County provides the day to day administration of the program and its services. A policy board composed of directors of the Area Agencies on Aging of the participating local jurisdictions provides guidance and reports to the participating member jurisdictions on the federally mandated activities and functions of the program. The Director of the Fairfax Area Agency on Aging serves as the Chair of the Policy Board.

In order to maintain a continuation of services for the protection, health, safety and welfare to those receiving long-term care services, this Regional Joint Action Agreement between the four participating jurisdictions should be updated and approved. Additionally, the structure of the Northern Virginia Long-Term Care Ombudsman Program should be codified, including but not limited to the liability and liability insurance for Ombudsman Staff and its volunteers.

FISCAL IMPACT:
The fiscal impact for Fairfax County in the implementation of this agreement for the Program Year 2014 is included herein:

The Northern Virginia Long-Term Care Ombudsman Program's cost is approximately $600,000 annually and is operated under the Long-Term Care Ombudsman Grant. The participating members of the Joint Action Agreement share in the annual operating expenses, which are proportionally based on the allocation of age 60 years or older populations and the licensed long-term care bed count in each jurisdiction. Fairfax County has more than two times as many facilities as the three other participating jurisdictions combined. Fairfax County contributes approximately $335,000 annually, while the other participating jurisdictions in combination with state and federal funding make up the remaining balance. Annually, the allocation is reviewed and adjusted accordingly to reflect changes in any of the formula factors.

Board Agenda Item
October 7, 2014

ENCLOSED DOCUMENT:
Attachment 1: Proposed Joint Action Agreement By and Between the Counties of Fairfax, Arlington, Loudoun and the City of Alexandria.

STAFF:
Patricia Harrison, Deputy County Executive
Nannette M. Bowler, Director, Department of Family Services
M. Gail Ledford, Director, Department of Administration for Human Services
Barbara Antley, Division Director, Adult and Aging Services, Department of Family Services
Sharon Lynn, Director, Fairfax Area Agency on Aging, Department of Family Services
Laura Nichols, Director, Northern Virginia Long-Term Care Ombudsman Program
Lee Ann Pender, Division Director, Department of Administration for Human Services
Alison Baez, Contract Analyst, Department of Administration for Human Services
Donna R. Banks, Assistant County Attorney, Office of the County Attorney

NORTHERN VIRGINIA LONG-TERM CARE OMBUDSMAN PROGRAM

JOINT ACTION AGREEMENT

This Northern Virginia Long-Term Care Ombudsman Program Joint Action Agreement is entered into pursuant to Va. Code Ann. §15.2-1300 by and among the Counties of Arlington, Fairfax, Loudoun, and the City of Alexandria, herein referred to as the Member Jurisdictions. This Agreement sets forth the services to be delivered, and the roles and responsibilities of the Member Jurisdictions, including the funding to be provided by each Member Jurisdiction for the Northern Virginia Long-Term Care Ombudsman Program (NVLTCOP).

WHEREAS, this Agreement succeeds a previous agreement dated September 6, 1985, among the Member Jurisdictions, that expired on June 30, 1987; and the NVLTCOP has been operating without a written agreement under substantially the same terms and conditions thereafter of the 1985 agreement since the 1987 expiration; and

WHEREAS, the NVLTCOP is funded in part by the Federal Administration for Community Living (ACL) through the Older Americans Act (OAA), Title VII funds, State Ombudsman award, and the Department of Medical Assistance Services (DMAS) Ombudsman funds, all of which flow through and are administered by the Virginia Division for the Aging (VDA) of the Virginia Department for Aging and Rehabilitative Services (DARS); in addition, all of the Member Jurisdictions help fund the NVLTCOP through an annual contribution based on the formula outlined in section 11 of this Agreement; and

WHEREAS, the VDA provides funding and general oversight of the Office of the State Long-Term Care Ombudsman (OSLTCO) that oversees mandated Ombudsman Program functions in Virginia and the NVLTCOP operates as part of a statewide long-term care ombudsman program that is directed by the OSLTCO; and

WHEREAS, the Congress of the United States has passed legislation and the President of the United States has signed into law the Older Americans Act of 1965, as amended, which requires every state to have a state ombudsman program and encourages the development of sub-state programs; and

WHEREAS, the OAA (Title VII, Chapter 2, Section 712, (a) (5) of the OAA allows the State Ombudsman to designate an entity as a sub-state ombudsman entity and may certify an employee to represent the entity in carrying out the duties of the OSLTCO; and

WHEREAS, the State Ombudsman has designated the Fairfax Area Agency on Aging (FAAA) as a sub-state Ombudsman Program, and

WHEREAS, the VDA, through an annual contract (Area Plan) and through a separate remittance for DMAS Ombudsman funds, awards funding to Fairfax County, on behalf of the Member Jurisdictions, for the operation of the NVLTCOP; and

WHEREAS, the Member Jurisdictions will provide advice and guidance to the NVLTCOP regarding the activities of the NVLTCOP; and

WHEREAS, the Member Jurisdictions desire to achieve efficient and coordinated delivery of ombudsman services in a manner that will effectively serve the adult residents of the Member Jurisdictions who live in nursing facilities and assisted living facilities, and, to the extent feasible, recipients of home- and community-based services, in a manner designed to respond to meet local needs and to be accountable to local elected and appointed officials, the VDA; and the OSLTCO; and

WHEREAS, for these and other reasons, it is appropriate that the Member Jurisdictions provide funding to jointly operate, through this multi-jurisdictional Agreement, a regional program known as the NVLTCOP, which carries out the mandated functions of a sub-state ombudsman program under programmatic supervision of the OSLTCO; and

WHEREAS, to this end, the Member Jurisdictions desire to establish a regional long-term care ombudsman program (the NVLTCOP) by means of this Agreement; the NVLTCOP will develop, administer and operate the regional ombudsman program in accordance with the OAA Regulations, the VDA, and the OSLTCO; and

WHEREAS, Va. Code Ann. §15.2-1300 (2008), enables counties and cities to enter into joint action agreements with one another for joint or cooperative exercise of any power, privileges or authority which one is capable of exercising severally;

NOW, THEREFORE, BE IT RESOLVED, the Member Jurisdictions do mutually covenant and agree as follows:

1. Program: The Member Jurisdictions hereby establish the Northern Virginia Long-Term Care Ombudsman Program (NVLTCOP).

2. Geographical Area: The geographical areas to be served under by the NVLTCOP pursuant to this Agreement include the combined geographical area of all Member Jurisdictions and named localities within their boundaries:

   City of Alexandria

Arlington County

Fairfax County (including the Cities of Fairfax and Falls Church)

Loudoun County

By the signatures below of the chief administrative officials, these Member Jurisdictions adopt the aforementioned purposes and accept the terms and conditions of this Agreement.

3. Statutory Authority of the Signatories: Title 15.2, of the Code of Virginia describes establishes the City of Alexandria and the Counties of Arlington, Fairfax, and Loudoun as being units of general local government having general corporate and police powers and with the power to levy taxes and spend funds.

4. Administrative Unit: By mutual agreement of the parties, the County of Fairfax is designated as the administrative unit to receive and administer funds for the NVLTCOP.

5. Powers and Responsibilities of the County of Fairfax: As the Administrative Unit, Fairfax County shall have the authority to contract with city, county, State, Federal and private organizations and agencies for the delivery of services deemed appropriate for the NVLTCOP and to enter into agreements with appropriate city, county, state, federal and private organizations and agencies to adequately carry out the purposes of the NVLTCOP, so long as the terms of such contracts and agreements do not violate the Policies and Procedures of the OSLTCO or the requirements stated in Title VII of the OAA.

   It is agreed that for the day-to-day administration of NVLTCOP activities and operations that the County Executive of the County of Fairfax, shall appoint the FAAA as the program administrator ("Program Administrator").

   NVLTCOP operations and policy decisions will comply with the policies set by and decisions rendered by the OSLTCO.

   Additionally, it is agreed that the County of Fairfax shall provide all procurement and fiscal services related to the NVLTCOP, and personnel services as appropriate.

   Other acts of the Northern Virginia Long-Term Care Ombudsman Administrative Unit will be in response to policies established by the OSLTCO, the Policy Board (as defined herein below) and the VDA.

6. Policy Board: A four (4) member Policy Board shall provide advice and guidance to the NVLTCOP, and shall report to the Member Jurisdictions and their local officials regarding the NVLTCOP's federally mandated functions and activities in compliance with the Policies and Procedures established by the OSLTCO. Because the Policy Board's members will be the persons filling certain Director positions in the Member Jurisdictions (see below), this Agreement does not provide for term limits for Policy Board members.

7. Policy Board Membership: The Policy Board shall be composed of one individual member representing each Member Jurisdiction. This individual shall be the Area Agency on Aging Director of the Member Jurisdiction's Agency on Aging or another person who is designated by the Member Jurisdiction's Area Agency on Aging Director to represent his or her respective Member Jurisdiction in accordance with that Member Jurisdiction's county or city practices and requirements. The chairperson ("Chairperson") of the Policy Board will be the Director of the Fairfax Area Agency on Aging (FAAA). The FAAA's Director will be the County of Fairfax's member on the four-member Policy Board.

8. Policy Board Meetings and Voting: The Policy Board shall schedule semi-annual meetings and may meet at additional times as deemed necessary by the Chairperson in consultation with the other members of the Policy Board.

   The presence and participation of any three of the Policy Board's four members shall constitute a quorum.

   Each Member Jurisdiction shall have one vote on the Policy Board. So long as a quorum is present, the Policy Board may make decisions by a majority of votes cast.

   The NVLTCOP staff shall be responsible for drafting and maintaining the minutes of the Policy Board meetings.

   The staff of the NVLTCOP, being funded in part by the participating Member Jurisdictions, shall provide staff support to the Policy Board meetings.

   The Policy Board may adopt additional rules for its proceedings provided that they are consistent with law and not inconsistent with provisions of this Agreement.

9. Duties and Responsibilities of the FAAA as Program Administrator:

   a. Implement the NVLTCOP in compliance with all applicable laws and regulations, including the regulations of the OAA and the policies and requirements set forth by the OSLTCO and the VDA.

   b. Negotiate Memoranda of Agreements between local, State and Federal agencies where appropriate. Work in coordination with the OSLTCO to continuously monitor, evaluate and take corrective action when necessary in a

manner consistent with Title VII, Chapter 2, Sec. 712 of the OAA and with the OSLTCO's Policies and Procedures set forth by the OSLTCO.

c. Have the authority to supervise NVLTCOP staff and volunteers' activities to ensure consistency with the OSLTCO's Policies and Procedures set forth by the OSLTCO.

d. Assure the FAAA's and the Policy Board's freedom from conflict of interest with regard to long-term care institutions and issues.

e. Obtain approval from the OSLTCO for the credentials of the individuals to be designated the local ombudsmen.

f. Provide personnel support to the NVLTCOP in accordance with the Fairfax County Pay for Performance System rules and procedures.

g. Assist the VDA and the OSLTCO with audits as required and report the results thereof to the Policy Board and others consistent with applicable State and Federal requirements.

h. Ensure that the NVLTCOP provides Policy Board members and OSLTCO with standard program reports and statistics. These reports will indicate program activity specifically within the geographical boundaries of each Member Jurisdiction.

i. Provide volunteer insurance coverage for all volunteers assigned to the NVLTCOP in accordance with the most current coverage at the time of a claim, under Fairfax's County Volunteer Coverage program, regardless of the location at which the volunteer services were provided.

10. <u>Duties and Responsibilities of the NVLTCOP</u>:

a. Receive, investigate, and work to resolve complaints made by or on behalf of residents of nursing facilities, assisted living facilities and other long-term care settings as described in the Policies and Procedures of the OSLTCO.

b. Receive, investigate and work to resolve complaints made by or on behalf of persons aged 60 and older receiving home and community-based long-term care services.

c. Observe the requirements and rights to access assisted living facilities, nursing facilities, continuing care retirement communities, community long-term care facilities, and their medical records as provided for in the Code of Virginia, §2.2-705.

d. Observe the requirements of confidentiality for complainants as provided for in Federal law, including Title VII, Chapter 3 of the OAA and the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and the Code of Virginia,

including §2.2-706, and the Virginia Privacy Protection Act. Maintain a secure file for complaints in accordance with Federal law, including the HIPAA, and the Code of Virginia, including the Virginia Privacy Protection Act. Ensure procedures are in place to protect the identity, confidentiality, and privacy of complainants, residents and recipients of services.

e. Report and record complaints and reports in the manner specified by the OSLTCO Policies and Procedures.

f. Hire, train and supervise NVLTCOP staff and volunteers in accordance with Policies and Procedures set forth by the OSLTCO, and Fairfax County.

g. Recruit, screen, train, and directly supervise the NVLTCOP volunteers in accordance with the Policies and Procedures set forth by the OSLTCO and the NVLTCOP.

h. Conduct publicity and outreach efforts concerning the availability of the NVLTCOP to receive and investigate complaints and provide information concerning the long-term care system.

i. Provide information and education regarding long-term care resources and the rights of residents and potential residents of nursing facilities and assisted living facilities.

j. Working in coordination with the OSLTCO, identify, document and make recommendations concerning major issues affecting the well-being of residents of long-term care facilities and monitor the development and implementation of Federal, State and local laws, regulations and policies that relate to long-term care.

k. Consult with community groups, agencies, legal service programs, and individuals in order to assist them in effectively serving long-term care clients.

l. Consult with the OSLTCO for assistance as needed and to forward to the OSLTCO any complaints which cannot, in the Program Administrator's opinion, be resolved by the NVLTCOP sub-state program.

m. Submit to Member Jurisdictions an annual list of long-term care facilities which the NVLTCOP serves or will serve in the planning and service area.

11. Allocation of Funds: Any funds that are appropriated by the Member Jurisdictions for the NVLTCOP shall be expended for the mutual benefit of the long-term care recipients residing in the Member Jurisdictions.

In August or September of each year, NVLTCOP shall provide the Policy Board with an annual summary of the **projected** Member Jurisdictions' appropriations for the next Area Plan fiscal year. The projections are based on the financial information available at that time.

Each Member Jurisdiction's appropriation to NVLTCOP costs will be calculated using the formula below based on each Member Jurisdiction's respective proportion of the population aged 60 and older of the Northern Virginia population, based on the American Community Survey data most recently used by the VDA (50% of the formula), and the number of licensed long-term care beds in that Member Jurisdiction (50% of the formula).

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Member Jurisdiction's Appropriation = [(Total Personnel Cost + Operating Costs) – Total Federal and State Revenue] x Member Jurisdiction's Relative Share of Cost

Term	Definition
Member Jurisdiction Relative Share of Cost =	[% of total licensed long-term care beds (nursing and assisted living) in the jurisdiction + total population in the jurisdiction aged 60 and older as a % of the Northern Virginia population aged 60 and older based on the American Community Survey data most recently used by the VDA] / 2
Total Federal and State Revenue =	Federal Ombudsman award + State Ombudsman award + DMAS funds
Total Personnel Cost =	Proposed salaries including Fairfax County fringe benefit rate (Salaries are estimated at the time of the projected budget letter. Any salary increases are determined by the Fairfax County Board of Supervisors and are not known until the end of the Fairfax County Budget cycle which is typically in April/May of each year.)
Operating Costs =	Non-personnel expenditures related to staff trainings, volunteer trainings, mileage, database, publications, supplies, and other program activities

Any written amendment to this Agreement that is signed by authorized representatives of all of the Member Jurisdictions and that reflects any changes to this funding formula shall be executed prior to any changes to these formulae taking effect.

12. Appropriations by Member Jurisdictions: The Program Administrator shall be responsible for calculating formula allocation costs based upon the NVLTCOP's actual operating budget (determined by the Fairfax County Board of Supervisors) and VDA funding. The Billing Statement is sent to each Member Jurisdiction after VDA provides the FAAA with the Summary of Obligations indicating the funding to be expected from VDA. Each Member Jurisdiction will contribute its share to the program on an annual basis in one lump sum. Notwithstanding any term or condition of this Agreement to the contrary, all funds for payments by any Member Jurisdiction to the NVLTCOP pursuant to this Agreement are subject to the availability of an annual appropriation for this purpose by the governing body of each Member Jurisdiction. In the event of non-appropriation of funds by the governing body of any Member Jurisdiction, the Policy Board will convene to discuss the non-appropriation and will ask the governing bodies of the Member Jurisdictions to address the non-appropriation.
    A financial report of operating expenditures, including aggregate salary information, and other operating expenses, will be provided annually to each Member Jurisdiction through their designated Policy Board Member.

13. Participation in Optional Activities: No program activities will be imposed on any Member Jurisdiction participating in this Agreement should such Member Jurisdiction decide that such program activities would be detrimental to the best interests of that Member Jurisdiction.

14. Authority of the OSLTCO: The Member Jurisdictions acknowledge the authority of the OSLTCO over the NVLTCOP program activities that are mandated by the OAA.

15. Limitations on Obligations to Long-Term Care Recipients: Any obligation, whether expressed or implied in this Agreement to provide services through the NVLTCOP is expressly limited to the extent that such services can be provided by means of and under the terms of the Fairfax VDA Contract and the Policies and Procedures and other guidance of the OSLTCO.

16. Delegated Signatory Authority: To the extent that such documents relate directly to the NVLTCOP, The parties hereto Member Jurisdictions delegate signatory authority to the County Executive, of the County of Fairfax, or his designee, for grant applications to the Governor of Virginia, on agreements with state and local agencies, on agreements with VDA and the OSLTCO, and on sub-grants and subcontracts and related grant agreements within the scope of the approved grants and applicable regulations.

17. Term and Effective Date: This Ordinance Agreement shall be in effect from the date of on which it is last signature signed by an authorized representative of a Member Jurisdiction ("Effective Date") until September 30, 2032, or until the NVLTCOP is terminated by the Member Jurisdictions or by the Commonwealth of Virginia, whichever occurs first. If the Commonwealth of Virginia terminates the NVLTCOP, Fairfax County will notify member jurisdictions six months in advance of the termination. The term "Effective Date" means the date coinciding with the last to occur of each of the following events: (i) passage of an ordinance by each of the Counties of Fairfax, Arlington, Loudoun, and the City of Alexandria as participants in this Agreement; (ii) execution of the Agreement by all members.

18. This agreement shall remain in full force and effective from its Effective Date until September 30, 2032, or until the NVLTCOP is terminated.

19. Termination: This Agreement shall not be terminated by withdrawal of any Member Jurisdiction(s).

    Any Member Jurisdiction, which is party hereto, shall have the right to withdraw from this Agreement and the NVLTCOP by written notice from their respective jurisdiction's executive level authorized official to the other Member Jurisdictions and the FAAA at least 90 days prior to the date on which that Member Jurisdiction's withdrawal will take effect.

    A withdrawing Member Jurisdiction shall have no responsibility under this Agreement for NVLTCOP actions that take place on or after the date that withdrawal will take effect.

20. Effect of Termination: Should a Member Jurisdiction withdraw from this Agreement, that Member Jurisdiction will be deemed to have waived all rights to services provided under the NVLTCOP and to any funding allocated to the NVLTCOP.

21. Disposition of Assets: As Program Administrator, FAAA shall be responsible for procuring and holding, for the duration of this Agreement, any real assets obtained with VDA funds during the course of this Agreement for the duration of this Agreement. Should the NVLTCOP Member Jurisdictions terminate this Agreement or the Member Jurisdictions or the Commonwealth terminate(s) NVLTCOP, its operations and this agreement, any real assets that are held by the Program Administrator for the purposes of this Agreement or NVLTCOP in excess of $10,000 shall be liquidated and the proceeds from such sale will be divided among the then-current Member Jurisdictions in accordance with the proportion of the then-current funding allocation formula, within 180 days of termination.

22. Additional Covenant: This Agreement is in no way to be construed as an indication of a joint effort of the Member Jurisdictions in any manner other than that which is expressly indicated in other sections described above.

Furthermore, the Member Jurisdictions individually covenant and agree that this Agreement shall not be introduced or referred to in any future proceeding, judicial or administrative, concerning a change in the geographical boundaries hereto of the Member Jurisdictions or of Planning District 8.

23. Severance Provision: If any provision of this Agreement is found or determined by a court of competent jurisdiction to be invalid, the remaining provisions still shall remain in full force and effect.

24. Assignment: No Member Jurisdiction may assign, transfer, convey, sublet, or otherwise dispose of any of its rights or duties under this Agreement and the NVLTCOP created by it without the prior written consent of all of the other Member Jurisdictions by and through representatives duly authorized to bind them.

25. Amendments: This Agreement shall not be amended except by written amendment executed by persons duly authorized to bind each Member Jurisdiction.

26. No Waiver: The failure of any Member Jurisdiction to exercise in any respect a right provided for in this Agreement shall not be deemed to waive subsequently the same right or any other right hereunder.

27. No Waiver of Sovereign Immunity: Notwithstanding any other provision of this Agreement to the contrary, nothing in this Agreement or any action taken by any Member Jurisdiction or the NVLTCOP pursuant to this Agreement shall constitute or be construed as a waiver of either the sovereign or governmental immunity of any Member Jurisdiction. The Member Jurisdictions intend for this provision to be read as broadly as possible.

28. Notices: Unless otherwise provided herein, all notices and other communications required by this Agreement shall be deemed to have been given when made in writing and either (a) delivered in person, (b) delivered by an agent, such as an overnight or similar delivery service, or (c) deposited in the United States mail, postage prepaid, certified or registered, addressed as follows:

IF TO FAIRFAX COUNTY:

County Executive

12000 Government Center Parkway

Fairfax, VA 22035

IF TO ARLINGTON COUNTY:

County Manager

2100 Clarendon Boulevard, Suite 302

Arlington, Virginia 22201

IF TO THE CITY OF ALEXANDRIA:

City Manager

301 King Street

Alexandria, Virginia 22314

IF TO LOUDOUN COUNTY:

County Administrator

1 Harrison St. SE, Mail Stop #02

Leesburg, VA 20175

IN WITNESS WHEREOF, the undersigned persons duly certify that they are authorized to enter into this Agreement on behalf of their respective Member Jurisdictions and that their respective jurisdictions are legally bound thereby.

City of Alexandria

_____ _____

Rashad M. Young, City Manager Date

Arlington County

_____ _____

Barbara M. Donnellan, County Manager Date

Loudoun County

_____ _____

Tim Hemstreet, County Administrator Date

Fairfax County

_____ _____

Edward L. Long Jr., County Executive Date

Board Agenda Item
October 7, 2014

ACTION – 2

Approval of an Agreement Between the Town of Vienna and Fairfax County to Design and Construct a Stream Restoration Project on Hunters Branch (Hunter Mill District)

ISSUE:
Board of Supervisors' authorization is requested for the County to enter into an agreement with the Town of Vienna (the Town) to provide funding to design and construct a stream restoration project on Hunters Branch which is located in the Town and the Accotink Creek watershed.

RECOMMENDATION:
The County Executive recommends that the Board approve and authorize the County Executive or his designee to sign the agreement with the Town to fund the design and construction of a stream restoration project on Hunters Branch.

TIMING:
Board approval is requested on October 7, 2014

BACKGROUND:
The Town has requested financial assistance from the County to design and construct a stream restoration project that is located within the Town and the Accotink Creek watershed. The proposed project includes restoring 2,067 linear feet of stream on Hunters Branch. The stream restoration project would provide nutrient reduction and improved water quality in the Accotink Watershed to achieve compliance with the Town's Municipal Separate Storm Sewer System (MS4) permit and Chesapeake Bay Total Maximum Daily Load (TMDL) requirements. The stream restoration project also would provide Chesapeake Bay TMDL requirement credit to the County in accordance with the terms of the "Cooperative Agreement Between the Fairfax County Board of Supervisors and the Town of Vienna to Share Certain Stormwater Service District Fees and Responsibility for Related Projects."

The Town is included within the County's Stormwater Service District (Service District). The County collects revenue from property owners within the Town. Providing funding through this partnership will save the County the time and administrative costs that would be incurred if the County implemented the project as part of its stormwater program.

The project has received partial funding through a Department of Environmental Quality (DEQ) Stormwater Local Assistance Fund (SLAF).

FISCAL IMPACT:
The estimated total cost of the project is $1,340,000. The County will transfer $570,000 to the Town solely for the purpose of constructing the project but shall not be used for the cost of any feasibility study or acquisition of any lands or easements necessary for the completion for the project. The Town will fund $100,000 toward the project. DEQ SLAF funds in the amount of $670,000 have been awarded for the Hunters Branch Stream Restoration Project. The Town will be responsible for any cost over-runs and will reimburse the County funds that were not expended in accordance with the terms of the attached agreement. Funding is currently available in Project Number SD-000031, Streams and Water Quality, Fund 400-C40101 (Fund 125), for the County's obligation to this project.

CREATION OF POSITIONS:
No positions will be created.

ENCLOSED DOCUMENTS:
Attachment 1: Agreement between the Board of Supervisors of Fairfax County, Virginia and the Town of Vienna

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Randolph W. Bartlett, Deputy Director, DPWES

AGREEMENT

This Agreement ("Agreement") made and entered into this _____ day of _____, 2014, by and between the BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA (the "County"), a body politic, and the Town of Vienna (the "Town").

WITNESSETH:

WHEREAS, the Town has been awarded a Stormwater Local Assistance Fund (SLAF) Grant from the Virginia Department of Environmental Quality ("DEQ Grant") for the Hunter's Branch Stream Restoration Project (the "Project"), which will be located within the boundaries of the Town and which will restore a portion of the body of water known as Hunter's Branch/Accotink Creek; and

WHEREAS, the location of the Project is at Longitude 38.886 and Latitude 77.271, which is more specifically shown on the Fairfax County Real Property Identification Map as Tax Map No. 48-1 ((13)) Parcel C; and

WHEREAS, the Project is within the Chesapeake Bay and Potomac River Watersheds, which lies within the Town and County; and

WHEREAS, the Town is part of the County's Stormwater Service District and the Town and County have entered into the "Cooperative Agreement Between the Fairfax County Board of Supervisors and the Town of Vienna to Share Certain Stormwater Service District Fees and Responsibility for Related Projects" (the "Cooperative Agreement"), to share funds and responsibility to maintain, operate, and improve stormwater systems that affect one another to meet Chesapeake Bay Total Maximum Daily Load ("TMDL") and other water quality goals. The Cooperative Agreement is attached hereto as Attachment 1 and is incorporated herein by reference; and

WHEREAS, the Town and County agree that funds collected as part of the Cooperative Agreement can be used to match the DEQ Grant for the Project because the Project meets the water quality objectives of each locality and their respective Chesapeake Bay TMDL obligations; and

WHEREAS, pursuant to the Cooperative Agreement, the Town and the County will complete the design for the Project, which implements stormwater improvements in the Chesapeake Bay and Potomac River Watersheds; and

WHEREAS, the total cost of the Project is estimated to be one million, three hundred and forty thousand dollars ($1,340,000.00); and

WHEREAS, the County intends to contribute five hundred and seventy thousand dollars ($570,000.00) from the Fiscal Year 2015 Stormwater Budget for the purpose of supporting the design and construction of the Project; and

WHEREAS, the Town intends to contribute one hundred thousand dollars ($100,000.00) from the Financial Year 2014 Stormwater Budget for the purpose of supporting the design and construction of the Project and dedicate Town staff expertise and time for the purpose of supporting, developing, and implementing the Project; and

WHEREAS, the DEQ Grant will contribute six hundred and seventy hundred thousand dollars ($670,000.00) for the purpose of supporting the construction of the Project; and

WHEREAS, notwithstanding the Town's implementation of the Project, pursuant to the Cooperative Agreement, the Town and the County intend that the Project be part of the Joint Action Plan that is described in paragraphs 15 through 24 of the Cooperative Agreement; and

WHEREAS, pursuant to the Cooperative Agreement, the Town and the County intend that the Project will result in a credit to the County in proportion to the total load reductions as described in paragraphs 21 through 23 of the Cooperative Agreement; and

WHEREAS, the Town and the County concur that the County's $570,000 contribution to this Project shall not be charged against the PAID VIENNA REVENUES as set forth in the Cooperative Agreement, but rather, are a separate grant to the Town from the County;

NOW, THEREFORE, in consideration of the foregoing recitals, which are incorporated herein as if restated as binding provisions of this agreement, the mutual promises contained herein, and other good and valuable consideration, the receipt and sufficiency of all of which are hereby acknowledged, the parties hereto further agree as follows:

1. The County shall grant to the Town the amount of five hundred and seventy thousand dollars ($570,000.00) (the "County Contribution"), upon execution of this agreement.

2. The Town shall expend one hundred thousand dollars ($100,000.00) from the Financial Year 2014 Stormwater Budget for the purpose of supporting the construction of the Project and dedicate Town staff expertise and time for the purpose of supporting, developing, and implementing the Project.

3. The Town shall expend the DEQ Grant of six hundred and seventy hundred thousand dollars ($670,000.00) for the purpose of supporting the construction of the Project when the DEQ Grant is received.

4. The County Contribution shall be used and expended solely for the purpose of design and constructing the Project but shall not be used for the cost of any feasibility study or acquisition of any lands or easements necessary for the completion of the Project.

5. The Town shall acquire, at its sole expense, any and all land or easements, or other interests in real property, if any, that are necessary to complete the Project.

6. The Town, at its sole expense, shall administer the design and construction contracts, obtain approval of all plans, and obtain all permits necessary for the completion of the Project.

7. The Town shall notify the County if the Town, at any time, modifies the scope of the Project, which is generally described herein above and in the Town's "Water Division Application for Stormwater Local Assistance Fund (SLAF) – Stormwater Capital Projects," which was submitted to DEQ for the DEQ Grant (the "Plan"). If the scope of the Project's design, in the sole judgment of the County, significantly deviates from the design scope described in the Plan, the Town shall, within 30 days after such notification of such deviation is provided by the County, reimburse to the County the amount of the County Contribution.

8. The Town shall provide to the County a copy of the final site plan for the Project.

9. The Town shall retain all invoices and all records of payments for any and all services rendered for the design, construction, and any related expenses for completion of the Project, and copies of any such invoices and records of payments shall be provided to the County upon request within three business days after such a request.

10. If at any time the Town abandons or otherwise ceases the Project for any reason, the Town shall immediately return any amount of the County Contribution not expended in accordance with this agreement and all invoices and records of payments related to the Project shall be delivered within 14 days of such abandonment or cessation. "Abandon," as used herein, shall include, but not be limited to, the failure to initiate or the termination of the design or construction before the Project's completion.

11. The Town shall timely pay all Project cost overruns.

12. The Town shall complete the Project not later than two years after this agreement is executed.

13. Pursuant to the Cooperative Agreement, the Project shall be part of the Joint Action Plan that is described in paragraphs 15 through 24 of the Cooperative Agreement. If, however, the Project has been completed before the Joint Action Plan is finalized and approved, then the County shall nonetheless be entitled to its total load reduction credits as set forth below. The County shall be entitled to a credit in proportion to the total load reductions as a result of the Project, as such credit is described in paragraphs 21 through 23 of the Cooperative Agreement.

14. This agreement can only be modified in writing and signed by both parties.

[Signatures appear on following page]

TOWN OF VIENNA

By:_____

Mayor Laurie A. DiRocco

STATE OF VIRGINIA :

: to-wit

COUNTY OF FAIRFAX :

The foregoing Agreement was acknowledged before me by Mayor Laurie A. DiRocco of the Town of Vienna, this _____ day of _____ 2014, on behalf of the Town of Vienna.

_____

Notary Public

My commission expires: _____

Notary Registration Number: _____

BOARD OF SUPERVISORS OF

FAIRFAX COUNTY, VIRGINIA

By:_____

Edward L. Long Jr., County Executive,

Fairfax County, Virginia

STATE OF VIRGINIA :

: to-wit

COUNTY OF FAIRFAX :

The foregoing Agreement was acknowledged before me by Edward L. Long Jr., County Executive of Fairfax County, Virginia, on behalf of the Board of Supervisors of Fairfax County, Virginia this _____ day of _____ 2014.

_____

Notary Public

My commission expires: _____

Notary Registration Number: _____

Board Agenda Item
October 7, 2014

ACTION – 3

Approval of a Resolution to Authorize the Extension of General Obligation Bonds

ISSUE:
Board approval of a resolution requesting the Circuit Court to order an extension for issuance of County general obligation bonds.

RECOMMENDATION:
The County Executive recommends Board approval of the enclosed resolution requesting the Circuit Court to order an extension of the period for issuance of County bonds authorized on November 7, 2006, from eight years to ten years.

TIMING:
Board action is requested on October 7, 2014.

BACKGROUND:
Under Virginia law, bonds authorized by referendum must be issued within eight years unless the Circuit Court extends the time period. More specifically, Virginia Code Section 15.2-2611 states in pertinent part:

> Bonds authorized by a referendum may not be issued by a locality more than eight years after the date of the referendum; however, this eight-year period may, at the request of the governing body of the locality, be extended to up to ten years after the date of the referendum by order of the circuit court of the locality, . . . entered before the expiration of the eight-year period. The court shall grant such extension unless the court is shown by clear and convincing evidence that the extension is not in the best interests of the locality.

At the regular election on November 7, 2006, Fairfax County voters approved the issuance of $125 million public safety facilities bonds to fund the cost of construction, expansion, and renovation of public safety, civil and criminal justice facilities. These bonds provided funds for the renovation and expansion of police facilities that included the Fair Oaks Police Station, McLean Police Station, Reston Police Station, and the West Ox Animal Shelter. In addition, bond revenues funded the renovation and expansion of fire and rescue facilities at Great Falls Volunteer Fire Station and the Fire and Rescue Training Academy. Lastly, the bonds provided funds for renovation of the Historic Old Courthouse including relocation of the Historic Archives, preliminary design of the Public Safety Headquarters and Bailey's Fire Station, and other minor improvements at public safety facilities throughout the County.

However, as noted in the approved prior years' capital budgets, several of the 2006 Public Safety Facilities Bond Referendum Projects were delayed for economic reasons.

The County Executive's letter transmitting to the Board the Advertised Capital Improvement Program (CIP) for Fiscal Years 2009 – 2013, with Future Fiscal Years to 2018, recommended the deferral of select capital projects for budgetary reasons. Among the deferred projects were several projects that were planned to be funded from bonds authorized by the 2006 bond referendum: Reston Police Station – delayed 2 years; McLean Police Station – delayed 1 year; and the Fire and Rescue Academy – delayed 9 months. The Board approved those delays when it adopted the FY 2009-FY 2013 Capital Improvement Program. These delays continued as part of the FY 2010-FY 2014 Adopted Capital Improvement Program and also included the Fair Oaks Police Station – delayed 1 year; and the McLean Police Station was delayed an additional year. Delays were due to limited General Fund revenue available to support both debt service and operating costs associated with the opening of new and renovated facilities. As a result, the sale of the bonds authorized by the 2006 Public Safety Facilities Bond Referendum for those projects was postponed.

Currently, $32.28 million in bonds remain authorized but unissued from the 2006 public safety facilities bond referendum. These funds will primarily provide for project closeout for the above-referenced projects. Of the total, approximately $19.1 million is needed to complete these postponed projects. In addition, prudent contract management and a favorable construction market provided significant savings on projects already completed. That savings ($13.2 million) will fund the design and construction of a new Lorton Fire Station approved as part of the *FY 2014 Carryover Review*. The Lorton Volunteer Fire Department and the Board of Supervisors entered into an agreement to fund this project on June 17, 2014.

FISCAL IMPACT:
Staff recommends selling the $32.28 million balance of the authorized bonds as part of the County's annual General Obligation bond sales anticipated for January 2015 ($16.14 million) and January 2016 ($16.14 million). The annual debt service cost is included in the projected debt ratios as part of the FY 2015 – 2019 Adopted Capital Improvement Program.

ENCLOSED DOCUMENT:
Attachment 1: Extension Resolution

STAFF:
Susan W. Datta, Chief Financial Officer
Erin C. Ward, Senior Assistant County Attorney
Carey Needham, Director, Building Design and Construction Division, Department of Public Works and Environmental Services (DPWES)
Theresa Lepe, Chief, Building Design and Construction Division, DPWES
Martha Reed, Capital Programs Coordinator, Department of Management and Budget
Joseph LaHait, Debt Coordinator, Department of Management and Budget

ATTACHMENT 1

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room in the Fairfax County Government Center at Fairfax, Virginia, on October 7, 2014, at which meeting a quorum was present and voting, the following resolution was adopted by roll call:

A RESOLUTION REQUESTING THE CIRCUIT COURT OF FAIRFAX COUNTY, VIRGINIA, TO ORDER AN EXTENSION FOR ISSUANCE OF THE COUNTY'S PUBLIC SAFETY FACILITIES BONDS, AUTHORIZED AT REFERENDUM ON NOVEMBER 7, 2006, FROM EIGHT YEARS TO TEN YEARS FROM THE DATE OF SUCH REFERENDUM AUTHORIZING THE BONDS

WHEREAS, the Board of Supervisors of Fairfax County, Virginia passed a resolution dated June 5, 2006, requesting the Circuit Court of Fairfax County, Virginia, to order an election on the question of contracting a debt, borrowing money and issuing bonds of Fairfax County, Virginia, in the maximum aggregate principal amount of $125,000,000 for the purpose of providing funds, in addition to the public safety facilities bonds previously authorized and any other available funds, to finance the cost of providing public safety facilities, including the construction, reconstruction, enlargement, renovation and equipment of detention facilities, animal control facilities, civil and criminal justice facilities, police, fire and rescue training facilities and stations, including fire and rescue stations owned by volunteer organizations, and the acquisition of necessary land ("Bond Referendum"); and

WHEREAS, such resolution was duly filed with the Circuit Court of Fairfax County, Virginia pursuant to the provisions of the Public Finance Act of 1991, Chapter 26, Title 15.2, Code of Virginia, 1950, as amended; and

WHEREAS, on June 16, 2006, the Circuit Court of Fairfax County, Virginia entered an order requiring the regular election officers of Fairfax County, Virginia, to open the polls on November 7, 2006, at all the various voting places in the County to take the sense of the qualified voters of Fairfax County, Virginia, on the question of contracting a debt, borrowing money and issuing the Public Safety Facilities Bonds; and

WHEREAS, on November 7, 2006, the referendum was conducted in accordance with the order of the court, and on November 9, 2006 the Fairfax County Electoral Board certified that 260,515 votes were counted for the question, and 69,881 votes were counted against the question; and

WHEREAS, pursuant to Virginia Code § 15.2-2611, bonds authorized by a referendum may not be issued by a locality more than eight years after the date of the referendum; however by order of the circuit court, the eight-year period may, at the request of the governing body of the locality, be extended to up to ten years after the date of the referendum, which extension shall be granted unless clear and convincing evidence is provided showing that such extension is not in the best interest of the locality; and

WHEREAS, Fairfax County's Capital Improvement Programs for Fiscal Years 2009 – 2013 and Fiscal Years 2010 – 2014 delayed several of the projects planned to be funded with the Public Safety Facilities Bonds due to the downturn in the economy. Delays were due to limited general fund revenue to support both debt service and operating costs with the opening of new and renovated facilities; and

WHEREAS, the Public Safety Facilities Bonds issued to date provided funds for the design and construction of police facilities including the Fair Oaks Police Station, McLean Police Station, Reston Police Station, and the West Ox Animal Shelter, and the design and construction of fire and rescue facilities including Great Falls Volunteer Fire Station and the Fire and Rescue Training Academy, as well as renovations to the Old Courthouse including the relocation of the Historic Archives, preliminary design of the Public Safety Headquarters and Bailey's Fire Station, and other minor improvements at public safety facilities throughout the County; and

WHEREAS, the County made significant project savings on the above-referenced projects by conservative fiscal management and a favorable contract market; and

WHEREAS, due to the above-mentioned delays and conservative fiscal management practice, only $92,720,000 of the $125,000,000 of Public Safety Facilities Bonds authorized at the 2006 referendum have been issued; and

WHEREAS, these actions have preserved flexibility for meeting public safety priorities; and

WHEREAS, the Board of Supervisors and the Lorton Volunteer Fire Department have entered into an agreement for the Board of Supervisors to fund the design and construction of a new Lorton Volunteer Fire Station approved as part of the FY 2014 Carryover Review; and

WHEREAS, an extension from eight to ten years is necessary to issue the $32,280,000 authorized but unissued balance of the Public Safety Facilities Bonds, and such extension is in the best interests of the County to provide for project closeout for the above-referenced projects and to fund the design and construction of a new Lorton Volunteer Fire Station; and

WHEREAS, to finance continuing public safety priorities, the County expects to apply the remaining authorized but unissued balance of the Public Safety Facilities Bonds for the purpose of providing funds, in addition to the public safety facilities bonds previously authorized and any other available funds, to finance the cost of providing of public safety facilities, including the construction, reconstruction, enlargement, renovation and equipment of detention facilities, animal control facilities, civil and criminal justice facilities, police, fire and rescue training facilities and stations, including fire and rescue stations owned by volunteer organizations, and the acquisition of necessary land within the two-year extension; now, therefore,

BE IT RESOLVED by the Board of Supervisors of Fairfax County Virginia:

Section 1. For the reasons stated above, the Fairfax County Board of Supervisors hereby requests the Circuit Court of Fairfax County to enter an order to extend for a period of two years the time within which the remaining authorized but unissued Public Safety Facilities Bonds may be issued.

Section 2. The Board hereby directs the County Attorney to present a petition to the Circuit Court setting forth this request.

A Copy – Teste:

_____

Clerk to the Board of Supervisors

Board Agenda Item REVISED
October 7, 2014

ACTION - 4

Approval of Resolution Authorizing Execution of a Project Agreement with the Virginia Department of Transportation for the Preliminary Engineering, Design, and Construction of Various Intersection Improvements Throughout the County (Hunter Mill, Mason, Providence, Lee)

ISSUE:
Board of Supervisors' approval of a resolution authorizing the Fairfax County Department of Transportation to execute a Project Agreement with the Virginia Department of Transportation (VDOT) for the preliminary engineering, design, and construction of intersection improvements at nine locations throughout the County.

RECOMMENDATION:
The County Executive recommends that the Board approve the attached resolution (Attachment I) to execute a project agreement (Attachment II) with VDOT for the preliminary engineering, design, and construction of intersection improvements.

TIMING:
Board approval is requested on October 7, 2014, so that the projects can begin implementation in Fall 2014.

BACKGROUND:
Fairfax County Department of Transportation staff has been working in coordination with VDOT to identify intersection improvement projects within the Six Year Transportation Priorities Projects that were approved by the Board on January 28, 2014, that can advance quickly through use of VDOT's design and construction resources. A total of nine projects have been selected at various locations throughout the County so far. These projects are listed below. The project IDs are those IDs used in the Countywide Dialogue on Transportation (CDOT) public outreach effort.

- Baron Cameron Avenue and Lake Fairfax Drive (ID# 93, Hunter Mill),
- Chain Bridge Road and Boone Boulevard (ID# 101, Hunter Mill, and Providence)
- Edsall Road and Montgomery Street (ID# 112, Mason),
- Gallows Road and Route 50 (ID# 124, Providence),
- Jermantown Road and Oak Marr Recreation Center/Arrowhead Drive (ID#139, Providence),

- ~~Lee Highway and Virginia Center Boulevard (ID# 145, Providence)~~,
- **Lee Highway from Circle Towers to Vaden Drive (ID# 145, Providence),**
- Leesburg Pike at Utterback Store Road (ID# 146, Hunter Mill),
- Little River Turnpike at Old Columbia **~~Road~~ Pike** (ID# 148, Mason), and
- Telegraph Road at Franconia Road (ID# 178, Lee)

Some improvements to these locations include: installation of pedestrian signalization, construction of sidewalks and trails, curb cuts, drainage improvements, and installation of hand railing. The current estimate to complete these projects is approximately $2.8 million.

As noted above, these intersection improvement projects were approved by the Board on January 28, 2014, as part of the Board's Six Year Transportation Priorities Plan. These projects are the first set of projects that VDOT will be implementing. Staff will return to the Board at a later date with additional projects for VDOT implementation.

FISCAL IMPACT:
The current total project estimate for the intersection improvements is $2,762,892. Staff has identified available Commercial and Industrial Tax (Fund 40010, County and Regional Transportation Projects) revenues in construction reserve to advance these projects. There is no impact to the General Fund.

ENCLOSED DOCUMENTS:
Attachment I – Resolution to Execute Agreement
Attachment II – Standard Project Agreement ~~and Appendix A~~ **with Appendices A and B**

STAFF:
Robert A. Stalzer, Deputy County Executive
Erin Ward, Office of the County Attorney
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Bill Harrell, Capital Projects and Operations Division, FCDOT
Ray Johnson, Transportation Planner, Coordination and Funding Division, FCDOT

Attachment I

Fairfax County Board of Supervisors Resolution

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center of Fairfax, Virginia on Tuesday, October 7, 2014, at which meeting a quorum was present and voting, the following resolution was adopted.

AGREEMENT EXECUTION RESOLUTION

WHEREAS, in accordance with Virginia Department of Transportation project agreement procedures, it is necessary that a resolution be received from the local government authorizing execution of an agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Fairfax County, Virginia, authorizes the Director of Fairfax County's Department of Transportation to execute, on behalf of the County of Fairfax, a Project Administration Agreement with the Virginia Department of Transportation for the Implementation of Various Intersection Improvements (UPC 106498).

Adopted this_____day of_____, 2014, Fairfax, Virginia

ATTEST _____
Catherine A. Chianese
Clerk to the Board of Supervisors

VDOT ADMINISTERED – LOCALLY FUNDED
PROJECT ADMINISTRATION AGREEMENT

FAIRFAX COUNTY
PROJECT NUMBER 9999-029-195 UPC 106498

THIS AGREEMENT, made and executed in triplicate on this the ____ day of _____, 20__, between the COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "DEPARTMENT" and the COUNTY OF _____, hereinafter referred to as the "COUNTY."

WITNESSETH

WHEREAS, the COUNTY has expressed its desire to have the DEPARTMENT administer the work as described in Appendix B, and such work for each improvement shown is hereinafter referred to as the Project; and

WHEREAS, the funds as shown in Appendix A have all been allocated by the COUNTY to finance the project; and

WHEREAS, the COUNTY has requested that the DEPARTMENT design and construct this project in accordance with the scope of work described in Appendix B, and the DEPARTMENT has agreed to perform such work; and

WHEREAS, both parties have concurred in the DEPARTMENT's administration of the project identified in this Agreement and its associated Appendices A and B in accordance with applicable federal, state, and local law and regulations; and

WHEREAS, the County's governing body has, by resolution, which is attached hereto, authorized its designee to execute this Agreement; and

WHEREAS, Section 33.2-338 of the Code of Virginia authorizes both the DEPARTMENT and the COUNTY to enter into this Agreement;

NOW THEREFORE, in consideration of the promises and mutual covenants and agreements contained herein, the parties hereto agree as follows:

A. The DEPARTMENT shall:

1. Complete said work as identified in Appendix B, advancing such diligently, and all work shall be completed in accordance with the schedule established by both parties.

2. Perform or have performed, and remit all payments for, all preliminary engineering, right-of-way acquisition, construction, contract administration, and inspection services activities for the project(s) as required.

3. Provide a summary of project expenditures to the COUNTY for charges of actual DEPARTMENT cost.

4. Notify the COUNTY of additional project expenses resulting from unanticipated circumstances and provide detailed estimates of additional costs associated with those circumstances. The DEPARTMENT will make all efforts to contact the COUNTY prior to performing those activities.

5. Return any unexpended funds to the COUNTY no later than 90 days after the project(s) have been completed and final expenses have been paid in full.

B. The COUNTY shall:

1. Provide funds to the Department for Preliminary Engineering (PE), Right of Way (ROW) and/or Construction (CN) in accordance with the payment schedule outlined in Appendix A.

2. Accept responsibility for any additional project costs resulting from unforeseeable circumstances, but only after concurrence of the COUNTY and modification of this Agreement.

C. Funding by the COUNTY shall be subject to annual appropriation or other lawful appropriation by the Board of Supervisors.

D. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.

E. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the County or the Department shall not be bound by any agreements between either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the

County or the Department has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.

F. Should funding be insufficient and county funds be unavailable, both parties will review all available options for moving the project forward, including but not limited to, halting work until additional funds are allocated, revising the project scope to conform to available funds, or cancelling the project.

G. Should the project be cancelled as a result of the lack of funding by the COUNTY, the COUNTY shall be responsible for any costs, claims and liabilities associated with the early termination of any construction contract(s) issued pursuant to this agreement.

H. This Agreement may be terminated by either party upon 60 days advance written notice. Eligible expenses incurred through the date of termination shall be reimbursed to the DEPARTMENT subject to the limitations established in this Agreement.

THE COUNTY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any party.

THIS AGREEMENT, when properly executed, shall be binding upon both parties, their successors and assigns.

THIS AGREEMENT may be modified in writing upon mutual agreement of both parties.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

COUNTY OF FAIRFAX, VIRGINIA:

_____ _____
Date

_____ _____
Typed or Printed Name of Signatory Date

_____ _____
Signature of Witness Date

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

_____ _____
Chief of Policy Date
Commonwealth of Virginia
Department of Transportation

_____ _____
Signature of Witness Date

OAG Approved 6-2-2010; revised 10-1-2014

VDOT Administered Locally Funded Appendix A — Date: 9/3/2014

Project Number: 9999-029-195 UPC: 106498 Locality: Fairfax County

Project Location ZIP+4: Multple locations	Locality DUNS# 074837626	Locality Address (incl ZIP+4): 4050 Legato Road, Suite 400, Fairfax VA 22033-2867

Project Narrative

Scope:	Construct signalized crosswalks at multiple locations in Fairfax County. (See detailed scope in Appendix B).
From:	Various locations
To:	Various locations
Locality Project Manager Contact info: :	Bill Harrell, 703-877-5767, william.harrell@fairfaxcounty.gov
Department Project Coordinator Contact Info:	Sid Siddiqui, 703-259-3225, sid.siddiqui@vdot.virginia.gov

Project Estimates

Phase	Estimated Project Costs
Preliminary Engineering	$ 828,900.00
Right of Way & Utilities	$ -
Construction	$ 1,933,992.00
Total Estimated Cost	$2,762,892.00
Estimate for Current Billing	$2,762,892.00

Project Cost

Phase	Project Allocations	Funds type *(Choose from drop down box)*	Local % Participation for Funds Type	Local Share Amount
Preliminary Engineering	$828,900	Local Funds	100.00%	$828,900
				$0
				$0
Total PE	$828,900			$828,900
Right of Way & Utilities				$0
				$0
				$0
Total RW	$0			$0
Construction	$1,933,992	Local Funds	100.00%	$1,933,992
				$0
				$0
Total CN	$1,933,992			$1,933,992
Total Estimated Cost	$2,762,892			$2,762,892

Total Maximum Reimbursement / Payment by Locality to VDOT	$2,762,892

Project Financing

Local Funds	**Fund Source B** (Choose from drop down box)	**Fund Source C** (Choose from drop down box)	**Fund Source D** (Choose from drop down box)	**Fund Source E** (Choose from drop down box)	**Aggregate Allocations (A+B+C+D+E)**
$2,762,892	$0	$0	$0	$0	$2,762,892

Payment Schedule

FY 2015	FY 20__	FY 20__	FY 20__
$2,762,892			

Program and project Specific Funding Requirements

- This is a limited funds project. The locality shall be responsible for any additional funding in excess of **$2,762,892** (if applicable)
- **The locality will be billed the locality share above upon execution of the Agreement. If the estimated cost later differs from the original estimate, the amount of funding may be adjusted by mutual agreement of Fairfax County and VDOT by a revision to the Appendix A.**
- This Appendix A supersedes any previously listed funding schedule.

This attachment is certified and made an official attachment to this document by the parties to this agreement

Authorized Locality Official and date

Authorized VDOT Official Recommendation and Date

Typed or printed name of person signing

Typed or printed name of person signing

Appendix B

Project Number: 9999-029-195, **(UPC 106498)** **Locality: Fairfax County**

Project Scope	
Work Description:	**Fairfax County Signalized Crosswalks**
From:	**Various Locations**
To:	**Various Locations**
Locality Project Manager Contact Info: Bill Harrell, 703-877-5767, william.harrell@fairfaxcounty.gov Department Project Coordinator Contact Info: Sid Siddiqui, 703-259-3225	

Detailed Scope of Services

VDOT will administer the design and construction of signalized crosswalks using an existing consultant task order contract. The signalized crosswalks are at nine locations identified by Fairfax County as Project ID numbers 101, 124, 139, 145, 148, 93, 112, 146, and 178. For the nine intersections identified, VDOT's consultant will provide traffic signal modification design services. The scope of these modifications will be based on improvement sketches provided by Fairfax County and notes from meetings between VDOT and Fairfax County. A summary of the scope of work to be completed at each of the locations is described below
(quantities shown are approximate):

Baron Cameron Avenue and Lake Fairfax Drive – ID # 93

Install a marked and signalized pedestrian crosswalk across the north leg of Baron Cameron Drive.

- Project Includes
  - 2 pedestrian countdown signal heads
  - 75 lf. of marked crosswalk (blocked style)
  - 2 curb cut ramps
  - 100 lf. of asphalt walkway (10 ft. wide)
  - 100 lf. of handrail
  - 100 lf. of curb and gutter in the southeast quadrant of the intersection
  - Removal of 50 lf. of existing median nose
  - Relocation of stop bar.

Chain Bridge Road (SR 123) and Boone Boulevard – ID # 101

Install a marked and signalized pedestrian crosswalk across the west leg of Chain Bridge Road.

- Project includes
  - 2 pedestrian countdown signal heads
  - 150 lf. of marked crosswalk (blocked style)
  - 6 curb cut ramps

- 50 lf. of 5 ft. wide sidewalk
- 100 lf. of curb and gutter in the northwest quadrant of the intersection
- Relocation of stop bar. (48 lf.)

Edsall Road and Montgomery Street – ID # 112

Install signalized pedestrian crosswalks across the north and south legs of Montgomery Street, and on the east leg of Edsall Road. The intersection currently has marked crosswalks across the north, south and east legs of the intersection.

- Project includes
  - 6 pedestrian countdown signal heads

Gallows Road and Route 50 – ID # 124

Upgrade the crosswalks on Gallows Road at Route 50, to include blocked style crosswalks and pedestrian signal heads.

- Project includes
  - 8 pedestrian countdown signal heads
  - 14 curb cut ramps
  - 96 lf. of marked crosswalk (blocked style)
  - 24 lf. of lined crosswalk markings
  - Removal of one tree

Jermantown Road and Oak Marr Recreation Center/Arrowhead Drive – ID # 139

Upgrade the crosswalks on Jermantown Road at Oak Marr recreation center/Arrowhead Drive, to include lined style crosswalks and pedestrian signal heads.

- Project includes
  - 4 pedestrian countdown signal heads
  - 4 curb cut ramps
  - 350 lf. of lined crosswalk markings

Lee Highway (Route 29 walkway) – ID # 145

Construct walkway on south side of Lee Highway (Route 29) from Circle Towers to Vaden Drive. Install signalized crosswalk at the intersection of Route 29 and Vaden Drive.

- Project includes
  - 2 pedestrian countdown signal heads
  - 2 curb cut ramps
  - 60 lf. of marked crosswalk (blocked style)
  - 50 lf. of 5 ft. wide concrete sidewalk

Leesburg Pike at Utterback Store Road – ID # 146

Provide a marked (blocked style crosswalk) and pedestrian signal heads for crossing Leesburg Pike and Utterback Store Road.

- Project includes

- 4 pedestrian countdown signal heads
- 6 curb cut ramps
- 100 lf. of marked crosswalk (blocked style)
- 25 lf. of 5 ft. wide concrete sidewalk
- 140 lf. of 10 ft. wide asphalt walkway
- 20 lf. extension of drainage pipe

Little River Turnpike at Old Columbia ~~Road~~ Pike – ID # 148

Provide a marked (blocked style crosswalk) and pedestrian signal heads for crossing Little River Turnpike and Old Columbia ~~Road~~ **Pike**.

- Project includes
  - 4 pedestrian countdown signal heads
  - 5 curb cut ramps
  - 180 lf. of marked crosswalk (blocked style)
  - 50 lf. of 5 ft. wide concrete sidewalk

Telegraph Road at Franconia Road – ID # 178

Upgrade the crosswalks on Telegraph Road at Franconia Road, to include lined style crosswalks and pedestrian signal heads.

- Project includes
  - 4 pedestrian countdown signal heads
  - 5 curb cut ramps
  - 200 lf. of marked crosswalk (blocked style)

This attachment is certified and made an official attachment to this document by the parties of this agreement

Authorized Locality Official and date	Residency Administrator/PE Manager/District Construction Engineer Recommendation and date
Typed or printed name of person signing	Typed or printed name of person signing

Board Agenda Item
October 7, 2014

ACTION - 5

Approval of First Amendment to the Columbia Pike Streetcar Agreement Between Fairfax and Arlington Counties (Mason)

ISSUE:
Board approval of the First Amendment to the project agreement between Fairfax and Arlington Counties for next phases of the Columbia Pike Streetcar project work.

RECOMMENDATION:
The County Executive recommends that the Board approve the amendment, in substantial form, to the project agreement between Fairfax and Arlington Counties for the next phases of the Columbia Pike Streetcar project work; and, authorize the County Executive to sign the amendment.

TIMING:
The Board should take action on this matter on October 7, 2014, to provide funding for the County's share of the planning, environmental, and preliminary engineering services task order work.

BACKGROUND:
For several years, Fairfax County has been engaged in planning efforts to enhance public transportation in the Columbia Pike corridor with a focus on revitalization for the Bailey's Crossroads area. In 2012, following the completion of the federal Alternatives Analysis and Environmental Assessment, the Board approved streetcar as the Locally Preferred Alternative (LPA). Over the course of the last 12 months, planning work has continued on the project. Two key products, the Return on Investment Study and the Updated Ridership report were completed. The Return on Investment Study found the streetcar investment would generate $3.2 billion to $4.4 billion in net benefits for the entire corridor, and would generate $80 million to $160 million in incremental tax revenue to Fairfax County over a 30 year period. Ridership estimates, using the Metropolitan Washington Council of Governments (MWCOG) Round 8.2 forecasts for population and employment and assuming a connection to the Crystal City streetcar, projected corridor ridership (streetcar and bus) for 2035 of 42,800, or 40 percent higher than the previous estimates.

Fairfax and Arlington Counties entered into the Columbia Pike Streetcar project agreement on August 30, 2013. The Project Agreement established the processes for management and completion of the initial phases of conceptual design and environmental planning through final design, and set the proportional share that each jurisdiction will pay for the required consultant services to complete conceptual design

and environmental planning. The terms of the Project Agreement indicated that there would be additional phases of project work, specifically Engineering Design and Program Management services. The First Amendment acknowledges that the parties are now prepared to proceed with consultant contracts for Program Management and Engineering Design services, and it applies the existing proportional share for each County to those services. Fairfax County will pay 19.6 percent and Arlington County will pay 80.4 percent of costs under this amendment. This percentage splits are subject to change for subsequent phases of the project.

The First Amendment extends the proportional share that each County pays under the Project Agreement for Program Management and Engineering Design services. As provided in the Project Agreement, Arlington County has procured consultant contracts for Program Management over the next 12 months and Engineering Design services over the next 18 months for the Columbia Pike Streetcar project. Under the terms of the Project Agreement, Arlington will invoice Fairfax County quarterly for its share of the consultants' services performed on the Columbia Pike Streetcar project. Both the Program Management and Engineering Design services contracts were endorsed by the Columbia Pike Street Car Policy Committee on September 22, 2014.

Funding Scenario 1 in the table below represents an option for funding with federal New Starts funds. This scenario was previously considered, but lengthened the project schedule and increased costs overall due to federal requirements.

Scenario 1: Existing Federal New Starts strategy			
Construction contract award:	2018		($ in millions)
Revenue service begins:	2021		Fairfax County's Share of the Total Project Cost
Total project cost (millions):		**$358**	**$70.2**
Funding sources (millions)	Federal New Starts	$176	$34.5
	State (Additional Contribution)	$ 0	$ 0.0
	State Formula Assistance	$ 73	$ 0.0
	Local	$109	$35.7

The Commonwealth recently identified $65 million for the streetcar project, and has expressed an interest in moving the project forward on an advanced schedule. In an effort to advance the project, Arlington County produced a non-federal funding scenario that projects a scheduled completion date of 2020. Funding Scenario 2 in the table below represents an option for funding without use of federal funds and maximum state participation at approximately 50 percent. Fairfax and Arlington Counties, and the Department of Rail and Public Transportation (DRPT) are currently working toward the implementation of this scenario. This option for funding does not preclude the use of federal funds for later stages of the project.

Scenario 2: State funding plus State Aid			
Construction contract award:	2017		($ in millions)
Revenue service begins:	2020		Fairfax County's Share of the Total Project Cost
Total project cost (millions):		**$333[1]**	**$65.2**
Funding sources (millions)	Federal New Starts	$ 0	$ 0.0
	State (Additional Contribution)	$ 65	$12.7
	State Formula Assistance	$ 102	$20.0
	Local	$166	$32.5

1) As a condition for increased state participation the total project cost under the federal scenario had to be reduced from $358 million.

FISCAL IMPACT:
The First Amendment provides that Fairfax County will pay 19.6 percent of contract costs for Program Management and Engineering Design services over the next 12 and 18 months, respectively. Arlington County, in coordination with Fairfax County, entered into a contract for Program Management services on June 16, 2014, and approved an initial scope of services for the Columbia Pike Streetcar project totaling $5,222,995, Fairfax County's share of these costs is $1,023,707. The Counties have selected a consultant team for Engineering Design services, and developed an initial scope for preliminary engineering and associated services totaling $16,655,459. Fairfax County's share of these costs is $3,264,470. Fairfax County's share of the entire project is projected to be about $65 million.

Fairfax County's total commitment under the First Amendment is up to $4,288,177. Staff has identified state aid revenues held at the Northern Virginia Transportation Commission (NVTC) to satisfy this commitment. There is no impact to the General Fund.

ENCLOSED DOCUMENTS:
Attachment I: First Amendment to the Columbia Pike Streetcar Project Agreement

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Leonard Wolfenstein, Chief, Planning Section, FCDOT
Vanessa Aguayo, Transportation Planner, FCDOT
Erin C. Ward, County Attorney's Office
Ray Johnson, Senior Transportation Planner, FCDOT

FIRST AMENDMENT TO COLUMBIA PIKE STREETCAR PROJECT AGREEMENT

THIS FIRST AMENDMENT TO THE COLUMBIA PIKE STREETCAR PROJECT AGREEMENT (the "First Amendment") is made this _____ day of _____, 2014, by and between the COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA ("Arlington County Board"), a body corporate and politic and a subdivision of the Commonwealth of Virginia**,** and the FAIRFAX COUNTY BOARD OF SUPERVISORS ("Fairfax County Board"), a body corporate and politic and a subdivision of the Commonwealth of Virginia**.** The Arlington County Board and the Fairfax County Board are referred to herein individually as a "Party" and collectively as the "Parties."

WITNESSETH:

WHEREAS, the Parties have worked cooperatively since 2004 in the "Pike Transit Initiative" to develop plans for an enhanced transit system to serve the Columbia Pike corridor, which extends generally from Pentagon City in Arlington County via Columbia Pike to Skyline in the Bailey's Crossroads area in Fairfax County; and

WHEREAS, the Parties executed a Columbia Pike Streetcar Coordination Agreement dated August 20, 2009, to establish the structure and processes for management and completion of environmental planning and preliminary design services for the Columbia Pike streetcar project; and

WHEREAS, the Parties further entered into the Columbia Pike Streetcar Project Agreement, dated August 30, 2013 ("2013 Project Agreement"), which established the governance for the Project (as defined therein) through final design, and approved the scope of work and cost for additional planning, environmental and conceptual design services; and

WHEREAS, the Parties have jointly developed scopes of work and costs for the completion of engineering services and comprehensive program management consultant services for the Project, referred to as phases 2 and 3, respectively, in the 2013 Project Agreement; and

WHEREAS, Section 1 of the 2013 Project Agreement provides that the final scopes and budgets for the aforesaid phases 2 and 3 shall be subject to approval by amendment to the 2013 Project Agreement; and

NOW THEREFORE, in consideration of the above recitals and the terms and conditions hereinafter set forth the Parties hereby agree to this First Amendment.

1. APPROVAL OF SCOPES OF WORK AND BUDGETS FOR PHASES 2 AND 3.

The Parties hereby agree upon the scope of work for program management services for phase 3 of the Project, which is attached hereto and incorporated herein as Exhibit A ("Program Management Scope of Work"), which services shall be provided in accordance with the program management services budget attached hereto and incorporated herein as Exhibit B ("Program Management Services Budget"). Such services shall be administered in accordance with Agreement No. 565-14 between the Arlington County Board and Parsons Transportation Group, Inc.

The Parties hereby further agree upon the scope of work for engineering services for phase 2 of the Project, which is attached hereto and incorporated herein as Exhibit C ("Design Services Scope of Work"). The Design Services Scope of Work shall be subject to the budget attached hereto and incorporated herein as Exhibit D ("Design Services Budget"). Such services shall be administered in accordance with Agreement No. _____ between the Arlington County Board and _____.

The Parties agree that the aforesaid scopes of work may only be amended by mutual written agreement as set forth in the 2013 Project Agreement and signed by the Project Managers for each Party. However, proposed changes in the scopes that will incur additional costs beyond the aforesaid budgets may only be made with the prior approval of the the Arlington County Board and the Fairfax County Board.

2. PROJECT FUNDING

The Parties agree the costs of the Program Management Services Budget and the Design Services Budget shall be apportioned between the Parties as set forth in Exhibits B and D and shall be paid in accordance with the provisions of Section 6 of the 2013 Project Agreement.

Funding for the Program Management Services Budget and the Design Services Budget are subject to availability of funds and appropriation by the respective governing bodies.

3. GENERAL

All other terms of the 2013 Project Agreement not amended hereby shall remain in full force and effect.

This space intentionally left blank.

IN WITNESS WHEREOF, the Parties here to have cause d this First Am endment to be executed under seal as of the date first above written.

COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA

By: _____
Name: Barbara Donnellan
Title: County Manager

FAIRFAX COUNTY BOARD OF SUPERVISORS

By: _____
Name: Edward L. Long Jr.
Title: County Executive

List of Exhibits:

Exhibit A - Program Management Scope of Work
Exhibit B - Program Management Services Budget
Exhibit C - Design Services Scope of Work
Exhibit D - Design Services Budget

AGREEMENT NO. 565-14
EXHIBIT B

SCOPE OF WORK – YEAR 1

Work Program Tasks and Subtasks

Task 1 Project Management

1.1 Program Implementation Plan
1.2 Project Management Plan
1.3 Contractor Progress Reports and Invoices
1.4 Project Management Meetings
1.5 Other Meetings
1.6 Technical Capacity and Capability Review - OPTIONAL
1.7 Project Administration Support (Program Wide)
1.8 Project Management (Program Wide)
1.9 Quarterly Progress Report

Task 2 Integrated Project Office

Task 3 Project & Document Controls System

3.1 Policy & Procedures
3.2 Project Control Systems – Interim Solution
3.3 Project Control Software
3.4 Training
3.5 Document Management System
3.6 Configuration Management
3.7 Schedule Development, Monitoring and Reporting
3.8 Cost Monitoring and Reporting
3.9 Capital Cost Estimate Update

Task 4 Financial Management
4.1 Financial Capital Plan Development
4.2 Financial Plan Analysis and Updates
4.3 Cash Flow
4.4 Assistance in Securing Funding - OPTIONAL
4.5 Federal New Starts Program Evaluation - OPTIONAL

Task 5 Risk Management
5.1 Risk and Contingency Management Plan (RCMP) Development
5.2 RCMP Monitoring and Updates

Task 6 Third Party Coordination and Approvals
6.1 Third Party Agreement Listing
6.2 Coordination
6.3 Utility Coordination

Task 7 Procurement Administration
7.1 EDC Consultant Negotiations
7.2 Additional EDC Consultant Negotiations - OPTIONAL

Task 8 Contract Administration/Management
8.1 EDC Contract

Task 9 Environmental
9.1 Environmental Approvals
9.2 Mitigation Tracking System
9.3 EDC Environmental Work Monitoring

Task 10 Right-of-Way Acquisition
10.1 Finalize Right-of-Way Acquisition Process
10.2 RAMP Development/Updates
10.3 Right-of-Way Acquisition Tracking
10.4 Right-of-Way Acquisition Support - OPTIONAL

Task 11 Quality Assurance/Quality Control (QA/QC) Procedures and Oversight
11.1 Quality Management Program (QMP)
11.2 Review of EDC QA/QC Program
11.3 QA/QC Compliance

Task 12 Design Oversight
12.1 Streetcar Design Criteria, Utility Rules of Practice and Design Standards
12.2 Process Development
12.3 Design Oversight

Task 13 Vehicle Acquisition Support
13.1 Vehicle Requirements
13.2 Rail Fleet Management Plan (RFMP)
13.3 Oversight of EDC Vehicle Specification Effort
13.4 Vehicle Commercial Provisions
13.5 Vehicle Source Selection Plan

Task 14 Communications and Outreach
14.1 Public and Stakeholder Outreach Plan
14.2 Program Logo and Name
14.3 Program Education and Communication Materials
14.4 Program Contact Database
14.5 Streetcar Committee Meetings & Communications
14.6 Stakeholder Meetings
14.7 Community-Sponsored Events
14.8 Public Meetings
14.9 Title VI / Limited English Proficiency (LEP) Outreach and Compliance
14.10 Comment Processing & Response to Inquiries

Task 15 Project Delivery Strategy and Contracting Plan
15.1 Evaluation of Alternative Project Delivery Options
15.2 Contracting and Procurement Plan
15.3 Unsolicited Proposals - OPTIONAL

Scope of Services

The following scope of work outlines the Work (i.e. Tasks) to be performed by the Contractor in the first year work program as well as the deliverables that are associated with each Task. The attached first year Work schedule (Exhibit C – Attachment 1 – Schedule) demonstrates the order and timing in which the Work shall be performed.

The Contractor shall not perform any Work on an optional Task or sub-task unless written confirmation is received from the Program Sponsor. The specific scope, deliverables and associated fees shall be negotiated with the Contractor if the Work is authorized.

Task 1 Project Management

1.1 Program Implementation Plan

The Contractor shall coordinate with the Program Sponsor and Fairfax County to develop a Program Implementation Plan (PIP) for the Streetcar Program. The PIP shall serve as a guide for the Contractor and project team to use to implement the two (2) streetcar projects. The PIP shall define the program and project goals, delineate responsibilities, reporting relationships, as well as outline procedures for undertaking the work. In addition, the PIP shall incorporate the overall work plan/schedule for the two (2) streetcar projects.

The PIP shall include, but not be limited to the following sections; Executive Summary, Introduction, Revision History, Contract/Statement of Work, Project Safety Plan, Change Order Management Plan, Subcontracts and Suppliers, Project Execution Plan, General Administration, Sustainability Plan, Organization Charts, Staffing Plan, Roles and Levels of Authority for the PMC, Points of Contact, Work Breakdown Structure (WBS), WBS Dictionary, Job Charge Numbers, Negotiated Budget and Assumptions, Project Schedule, Document Control Plan, Training and Orientation Plan, Project Completion and Demobilization Plan, and Standard Operating Procedures.

There are several common elements that shall be addressed in both the PIP and the Project Management Plan (PMP). A coordinated approach of the development of these common elements shall be conducted to eliminate the duplication of effort.

The PIP shall be updated at least once in the first year to incorporate new procedures, schedules and/or responsibilities. The Program Sponsor must approve the PIP as well as any subsequent updates.

As part of the PIP, the Contractor shall establish and implement a health and safety program through the development of a Project Safety Plan (PSP). The PSP shall be based on experience from similar streetcar and street running light rail transit projects. The PSP shall address the health and safety of the Contractor and Project Sponsor's teams working on the streetcar program and shall be based on the following main principles:

- Occupational injuries and illness are preventable;
- Appropriate programs need to be implemented to protect the health and safety of staff; and
- Continuing scrutiny of hazards, training and experience is essential to success.

The Contractor shall provide a Safety Manager who shall be responsible for the development of the PSP and its implementation. The Safety Manager shall conduct the following activities during the first year of the Contractor's Work:

- Review and comment on the Project Sponsor's Safety Health Plans;
- Conduct an initial Hazard Assessment of the Streetcar Program;
- Develop the Project Safety Plan;
- Develop the Office Safety Plan for the Integrated Project Office (IPO);
- Review Contractor subconsultants' Safety Plans;
- Conduct safety orientation and training classes for the Contractor and Project Sponsor staff located in the IPO;

- Conduct periodic inspections of the IPO and project work sites for compliance with the PSP requirements; and
- Review and comment on the EDC's Safety Plan.

The Project Safety Plan shall be updated should conditions or situations change during the first year of the Streetcar Program. It will be updated as the streetcar advances into the next phase of the project development during the second year of the Contractor's contract.

1.2 Project Management Plan
The Contractor shall develop and update a Program Management Plan (PMP) for each Streetcar project. The PMP shall define the organizational structure, project team responsibilities and reporting relationships, project approach, work breakdown structure for management of cost, schedule and resources, as well as plans and procedures for key elements, including the Rail Fleet Management Plan (RFMP), Risk and Contingency Management Plan (RCMP), Real Estate Management Plan (RAMP) and the Quality Management Plan (QMP). The RCMP (Task 5), RAMP (Task 10), QMP (Task 11), and RFMP (Task 13) are major subplans to the PMP and shall be developed as stand-alone documents within the referenced tasks. A summary description and overview of each plan shall be included in the body of the actual PMP along with a reference to each specific individual plan.

The Contractor shall develop the Safety and Security Management Plan (SSMP) for each streetcar project that meets all Federal Transit Administration (FTA) safety and security requirements identified in FTA Circular 5800.1, Safety and Security Management Guidance for Major Capital Projects. The SSMP shall be a stand-alone document that will be referenced in the PMP. Development of the SSMP shall involve coordination and review by the Department of Rail and Public Transportation (DRPT), the current rail oversight agency.

The Columbia Pike Streetcar PMP shall address all FTA New Starts Program requirements as identified in 49 CFR Parts 611 and 633, FTA Circulars 4220.1F, 5010.1D, and 5800.1, and the FTA Master Agreement. The Columbia Pike PMP shall commence with a review of the existing PMP document prepared by Arlington County for the fall 2012 FTA Program Management Oversight Contractor (PMOC) meetings. The revisions and additions shall address the PMOC review comments as well as reflect organizational and procedural decisions developed as part of Task 1.1 – Project Implementation Plan.

The Crystal City Streetcar PMP shall be patterned after the Columbia Streetcar PMP but will not undergo future FTA reviews. The SSMP development shall involve coordination and review by DRPT, the current rail oversight agency.

Both PMPs shall incorporate information developed from other Contractor task efforts, including Schedule Development (Task 3.7), Document Management System (Task 3.5), Project Controls System (Task 3), Financial Plan Preparation (Task 4.1), RCMP Development (Task 5.1), Third Party Agreement Listing (Task 6.1), RAMP Development/Updates (Task 10.2) and QMP (Task 11.1) as well as the Project Delivery Method (Task 15.1).

The PMP for each project, as well as the SSMP, shall be updated as required throughout the year to address revisions to plans and procedures, the organization structure or project issues. The Program Sponsor must approve each section of the PMP as well as any updates and revisions.

1.3 Contractor Progress Reports and Invoices
The Contractor shall prepare and submit monthly reporting and invoices to the Program Sponsor in the format prescribed by the Program Sponsor. The monthly progress reports shall be comprehensive and include the following information: accomplishments, deliverables, important meetings, current issues relating to the streetcar projects, including interfaces, budgets and schedules, proposed resolutions to mitigate the issues, and other project management issues.

1.4 Project Management Meetings
The Contractor shall prepare for and participate in weekly project review meetings and other meetings with the Project Management Team (PMT). The PMT will include representatives from the Program Sponsor,

Fairfax County, the Contractor and the Engineering Design Consultant (EDC). The PMT will be expanded to include other contractors added to the Program.

The Contractor shall prepare the meeting agenda, supporting materials and minutes of each meeting for Project Sponsor review and approval. The meeting minutes shall include agreed upon action items, assignments and due dates.

The Contractor shall develop and maintain a comprehensive issues/action item log for tracking action items and assignments, information transfers, issue resolution, and decisions required for the execution of the streetcar projects. The Contractor shall propose formats and contents for the log, and the final log format, contents, and timing of reporting will be approved by the Program Sponsor. The Action Item Log shall be updated weekly.

The Contractor shall participate and provide support for project reporting in other meetings as requested by the Project Sponsor including the following:

- Arlington County Streetcar Interdepartmental Working Group - biweekly meetings with Deputy County Manager and department staff to discuss progress, key issues, coordination requirements;
- Policy Committee (PC) - quarterly meetings to review materials and obtain policy direction at key points during the planning and development process. The Columbia Pike Streetcar PC includes representatives from the Arlington County and Fairfax County and their Boards, VDOT, DRPT, the Commonwealth Transportation Board, Virginia State Senate and Virginia House of Delegates. The PC will approve any changes to the project scope and schedule, as well as review draft documents prior to presentation to the County Boards or the public. It is anticipated that a PC will be formed for the Crystal City Streetcar project once the project enters the engineering phase. The PC members will be similar, with the exception that Fairfax County representatives will not be included; and
- Executive Steering Committee (ESC) – quarterly meetings to provide direction to the PMT on major project issues. Members include senior transportation staff with both Counties.

The Contractor shall prepare the meeting agenda, presentation materials and minutes of each meeting for Project Sponsor review and approval. The meeting minutes shall include agreed upon action items.

Task 1.5 Other Meetings

As requested, the Contractor shall prepare draft reports and presentation materials on the status of the streetcar projects or key issues and attend meetings with various County groups and external agencies. These groups include:

- Arlington County Board, Fairfax County Board of Supervisors;
- Department of Rail and Public Transportation (DRPT) – quarterly reports on project expenditures, activities and status;
- Federal funding agencies – reports on project expenditures, activities and milestone progress; and
- Review agencies – specific meetings to discuss issues associated with compliance, interlocal agreements, permits, or other requirements.

The Contractor shall participate in and/or undertake project presentations and briefings on a periodic basis and attend other meetings with the Program Sponsor, agencies and contractors.

The Program Sponsor must approve all reports and materials for presentation to these agencies as well as Contractor attendance at the meetings.

Task 1.6 Technical Capacity and Capability Review - OPTIONAL

The Contractor shall perform a review and evaluation of the Program Sponsor's and Fairfax County's technical capacity and capability to successfully implement, manage, and complete the Arlington and Fairfax County Streetcar program. This shall address the ability of the two counties to successfully deliver a major federally-assisted capital project, oversee consultants and contractors, satisfy funding and compliance requirements, recognize and manage project risk factors, and implement mitigation measures. The review shall address the following areas:

- <u>Staff Positions and Qualifications</u>

The Contractor shall identify the specific functions that the Project Sponsor needs to perform as federal and state grantee as well as owner of a fixed guideway system. The grantee requirements relate to the funding and compliance requirements associated with federal and state funds, including those outlined in FTA PMOC Oversight Procedure 21 – Management Capacity and Capability Review. An important part of this review shall be the assignment of roles and responsibilities between the Program Sponsor, Fairfax County and the Contractor. Specific areas that shall be addressed include budget/finance, procurement, contract management, project management, compliance, quality, safety and security and engineering.

The Contractor shall review the Program Sponsor positions assigned to the Streetcar Program as well as positions supporting the Program to develop an understanding of how specific functions are being undertaken. Conduct a comparable review of the Fairfax County positions supporting the Streetcar Program. Develop recommendations on any additional positions that are required for both the short term period (preliminary engineering) as well as the longer term period (final design, construction and commissioning). The recommendations shall include the following information:

- Position title;
- Function, including roles and responsibilities;
- Qualifications – education, experience and any requirements for professional licenses/certifications;
- Position classification, with supporting information on how the position is classified in other agencies delivering major infrastructure projects;
- Timing and term; and
- The project delivery method(s) that are applicable to each position.

- <u>Organization Structure</u>
  The Contractor shall review the current Streetcar Program organization structure and present recommendations on any revisions that are needed, with supporting rationale. This shall include recommendations on how quality and safety/security issues should be addressed in both Counties.

- <u>Procurement System Review</u>
  The Contractor shall review the Program Sponsor's procurement system for the purpose of establishing the efficiency and effectiveness. The Procurement System review will consist of an assessment and contract review. The assessment will address the organizational structure, staffing, management direction, and policies and procedures. The contract review will address compliance with FTA Circular 4220.1F.

The Contractor shall produce and submit a draft report presenting findings, recommendations and supporting rationale on the positions, organization structure and procurement system recommendations for review by the Program Sponsor and Fairfax County. The Contractor shall develop and submit the final report to include the revisions and additions requested by the Program Sponsor and Fairfax County.

In performing this Work, the Contractor shall attend three (3) meetings with the Program Sponsor and Fairfax County senior management staff to finalize the approach, report on progress and initial findings and then present draft findings and recommendations. Additional meetings that the Contractor shall attend include the following:

- Arlington County Streetcar program staff to obtain information on their responsibilities, qualifications and experience;
- Fairfax County staff to obtain information on their responsibilities, qualifications and experience;
- Arlington County Human Resources staff to obtain an understanding of the County's personnel classification structure as well as market conditions affecting recruitments; and
- Arlington County Department of Management and Finance – Purchasing, County Attorney Office (CAO) and Department of Environmental Services (DES) – Transit staff to obtain an understanding of current procurement processes and procedures.

The Contractor shall consider findings and recommendations developed by the FTA PMOC review of the Columbia Pike Streetcar project as part of this review. The Program Sponsor and Fairfax County will provide access to organizational structures, position descriptions, staffing plans, procedures and other relevant data, and access to select Program Sponsor and Fairfax County Staff.

1.7 Project Administration Support (Program Wide)
The Contractor shall provide administrative support to the Project Sponsor, including, but not limited to, documentation of meetings, report writing, preparation of draft correspondence, graphics, presentations, assistance with logging and storage of information, electronic file maintenance and preparation of monthly progress reports.

1.8 Project Management (Program Wide)
The Contractor shall provide a full-time Program Manager to the Contract. The Program Manager shall oversee the performance of the Contractor team, manage the Contractor budget and schedule, provide staffing with the requisite technical skills and expertise to conduct the Work and coordinate Contractor staff committed to the Program and their availability. The Program Manager shall work on a full-time basis out of the Integrated Project Office (IPO).

1.9 Quarterly Progress Report
The Contractor shall prepare and submit a quarterly Streetcar Program progress report in the format prescribed and approved by the Program Sponsor. The report shall provide a comprehensive and detailed summary of the status of the development of the Streetcar Program and provide information for public and funding agency reporting undertaken in other tasks. The report shall include an executive summary and other sections, presenting information on activities and accomplishments, cost and schedule performance, as well as significant issues, challenges and proposed resolutions.

Deliverables

- 1.1A – Project Implementation Plan (PIP) for the Program, with updates – draft and update;
- 1.1B – Project Safety Plan for the Program, with updates – draft and update;
- 1.2A – Project Management Plan (PMP) for Columbia Pike Streetcar Project, with updates - draft and update;
- 1.2B - Project Management Plan (PMP) for Crystal City Streetcar Project, with updates - draft and update;
- 1.2C – Safety and Security Management Plan (SSMP) for Columbia Pike Streetcar Project, with updates – draft and update;
- 1.2D – Safety and Security Management Plan (SSMP) for Crystal City Streetcar Project, with updates – draft and update;
- 1.3A – Contractor Project Invoices – monthly;
- 1.3B – Contractor Progress Reports – monthly;
- 1.4A – Project Management Team Meetings - attendance, meeting agendas, supporting materials and issues/action items log – weekly meetings;
- 1.4B – Other Management Meetings – attendance, agendas, presentation materials, graphics, correspondence, minutes, financial reports;
- 1.5A – Other Meetings – draft reports, presentation materials, attendance;
- 1.6A – Technical Capacity and Capability Summary Report– draft and final (OPTIONAL);
- 1.7A – Administrative support for project management, oversight, planning and execution of task order work;
- 1.8A – Project management, oversight, planning and execution of task order work; and
- 1.9A – Progress Reports - quarterly.

Task 2 Integrated Project Office
Representatives of the Program Sponsor and the Contractor shall be located at and work from an Integrated Project Office (IPO) established by the Program Sponsor. The Contractor managerial staff, lead coordinators, and other persons identified as key personnel shall be physically located at the IPO as the Work requires and within the agreed hours and travel cost budgeted.

The IPO will be established by the Program Sponsor shortly after the formal Notice to Proceed and throughout the first year of the Program.

Task 3 - Project & Document Controls System

The Contractor shall coordinate with the Program Sponsor and Fairfax County to set up the Program and project management software tools to facilitate collection and management of information related to cost, schedule, scope, issue tracking, document control, contract administration, project status and other related activities.

The Contractor shall:

- Coordinate with Program Sponsor staff to confirm set up and configuration issues as well as integration with existing County systems, including financial and contract information;
- Develop the Work Breakdown Structure (WBS) for the program;
- Coordinate with Program Sponsor financial and budget staff in establishing the cost accounting structure;
- Develop policies and procedures for document control, change administration and management, budget and schedule control;
- Develop draft report formats and incorporate review comments;
- Coordinate system set up and testing to ensure accuracy and completeness of the reports;
- Coordinate system training for Program Sponsor staff and the extended project team; and
- At the end of the Contract, the Contractor shall transfer to the Program Sponsor the Project Controls System and all related licenses.

3.1 Policy & Procedures

The Contractor shall coordinate with the Project Sponsor to develop policies and procedures for document control, change administration, budget and schedule control. This shall involve development of a Work Breakdown Structure (WBS) for each project from which scheduled activities shall be derived. The procedures shall define the reporting requirements and specific formats for the scheduling and cost reporting as well as the efforts that shall be undertaken to integrate the information with existing Program Sponsor systems, including the financial and contract administration systems. The change administration procedures shall address proposed change orders and/or contract amendments.

The Contractor shall develop the draft policies and procedures, with the final policies and procedures reflecting the revisions and additions requested by the Program Sponsor and Fairfax County.

3.2 Project Control Systems – Interim Solution

The Contractor shall coordinate with the Program Sponsor and Fairfax County to set up the program and project management software tools that shall facilitate collection and management of information related to cost, schedule, scope, issue tracking, document control, configuration management, contract administration, project status and other related activities.

The Contractor shall implement an interim project control solution while the selected project control software system is being acquired and established. The specific applications and format of the information shall be recommended by the Contractor and approved by the Program Sponsor. The applications shall include Microsoft SharePoint and Office Outlook, Excel and Access, and ProjectWise. The Contractor shall be responsible for training of Program Sponsor and Fairfax County staff on the interim project control solution and the migration of project data from the interim solution into the project control software system.

3.3 Project Control Software

The Contractor shall provide all services related to the acquisition, set up, implementation and maintenance of the project control software system. The e-Builder Enterprise system shall be used for the overall project control functions and the Oracle Primavera P6 Professional Project Management used for the Program scheduling.

The e-Builder Modules shall include:

- Cost and Funding Management;
- Structured Workflow and Forms Management;

- Schedule Management;
- Integrated Reporting and Dashboards;
- Document Management;
- Calendar Management;
- Contact Management; and
- e-builder Mobile.

The Contractor shall acquire an enterprise license structure for the software licenses for the Contractor, Program Sponsor, Fairfax County and the EDC. The Contractor shall provide services required for the implementation, utilization and maintenance of the software, including the application hosting services, ongoing maintenance as well as user support services to diagnose problems, determine proper solutions and provide the implementation services necessary to obtain the required documentation. The e-Builder support services shall be provided by e-Builder staff with expertise in the functional and operational areas of e-Builder Enterprise™ and shall be available twenty four hours a day, seven (7) days per week, within a 30 minute, 2 hour or same day response time based upon the issue severity level as defined in the e-Builder Service Level Agreement (SLA) (Exhibit C – Attachment 2 – e-Builder SLA).

3.4 Training

The Contractor shall hire e-Builder staff to provide training to the Contractor, Program Sponsor, Fairfax County and Engineering Design Contractor (EDC) staff. There will be two (2), two-day "End User Training" classes (class sizes from 15-20 people); one (1), three-day "Administrator" class (8 people); and one (1), three-day "Train the Trainer" class (8 people). The Contractor shall provide written training materials.

3.5 Document Management System

The Contractor shall develop a document management system for each streetcar project in coordination with Program Sponsor and Fairfax County staff. The system shall specify policies and procedures to ensure that all Streetcar Program team members have access to current and accurate documents at all times. The procedures shall reflect applicable local, state and federal requirements for record retention. The effort shall be coordinated with the project controls system development and involve preparation of draft policies and procedures and finalization of the policies and procedures to reflect revisions requested by the Program Sponsor.

The Contractor shall undertake the storage, management and archiving of all documentation for the two (2) projects using the approved procedures. Documents to be managed include, but shall not be limited to, project schedules, project budgets, diagrams, drawings, plans, specifications, written text associated with the project, materials from the civic engagement process, requests for information, change requests, and all written project correspondence. The documentation will address the NEPA requirements relating to maintaining the 'administrative record' for the project as well as FTA New Starts Program funding requirements relating to the creation of a 'Before and After Study' on the project.

The Contractor shall be responsible for implementation of the systems and procedures, training of Contractor, Program Sponsor and EDC staff and monitoring of compliance with procedures.

At the conclusion of the Contract, or at any time as directed by the Program Sponsor, in accordance with the Main Agreement Terms and Conditions, the Contractor shall provide to the Program Sponsor all documents and work products created under this Contract. As requested, the Contractor shall supply the Program Sponsor with electronic copies of the documentation.

The Contractor shall assist the Program Sponsor in developing and maintaining Program website data and content and selecting and implementing other software tools to facilitate team communication and manage exchange of information during the design process.

3.6 Configuration Management

The Contractor shall develop and implement a configuration management system that enables the efficient management of the physical configuration of the projects and ensures that documents, records and data remain concise and valid. The system shall accommodate and document the approved changes and provide the foundation for permanently recording the evolution of the project, the approved

design changes and supporting documentation. The Contractor shall develop the draft configuration management system, with the final configuration management system incorporating revisions and additions requested by the Program Sponsor.

3.7 Schedule Development, Monitoring and Reporting

As part of the initial schedule baselining effort, the Contractor shall review the draft schedules prepared by the Program Sponsor for each streetcar project and provide comments on the existing schedule activities, projected durations and timeframes for each project milestone and deliverable, interrelationships of activities, as well as Critical Path elements.

The Contractor shall participate in meetings with Program Sponsor and Fairfax County staff to discuss review comments and finalize issues pertaining to the schedules. The Contractor shall prepare a draft baseline schedule for each project and finalize the baseline schedules to include the revisions approved by the Program Sponsor and Fairfax County. The baseline schedules shall cover all elements of the projects through and including the start of revenue service and shall be used for measuring project progress and contract performance.

The Contractor shall track the progress of both projects and report against the Baseline Schedules regularly, but not less than bi-weekly, to include current information regarding the progress of the projects and contracts, critical and near-critical activities, and outstanding issues affecting the schedule. The Contractor shall propose report formats and contents, with the final report format, contents, and reporting dates approved by the Program Sponsor.

The Contractor shall review the draft baseline preliminary engineering schedules developed by the EDC and provide comments to the Program Sponsor on the reasonableness of the activities, durations, and milestones as well as recommendations on any revisions, with supporting rationale. Following approval by the Program Sponsor, the Contractor shall coordinate with the EDC on the implementation of the required revisions to the baseline preliminary engineering schedules. The Contractor shall incorporate the approved EDC baseline preliminary engineering schedule into the baseline schedules for each streetcar project.

As the preliminary engineering work proceeds, the Contractor shall review the monthly schedule update from the EDC and, if acceptable, integrate it into the project baseline schedules. In addition, the Contractor shall review other project activities, including procurements, real estate acquisition, utility relocation, and incorporate same into the baseline schedules.

The Contractor shall advise the Program Sponsor of all delays that affect critical path activities within five (5) business days of knowledge of the delay. The Contractor shall develop and recommend corrective action plans and recovery schedules for Program Sponsor and Fairfax County review and approval.

3.8 Cost Monitoring and Reporting

The Contractor shall analyze, monitor and report on a monthly basis actual and budget information for each project to ensure there are sufficient funds to allow for completion of the projects. The information shall include, but not be limited to reporting on encumbrances, commitments, expenditures and balances, with information presented by funding source; the status of projected revenues; and assessments of project progress based upon actual costs, estimates to complete outstanding activities, schedule progress, and updated quarterly cash flow projections. The reporting of project costs shall conform to the FTA Standard Cost Codes (SCC). The Contractor shall ensure that the structuring of the WBS enables the costs to be easily reported by SCC code.

The Contractor shall identify any necessary changes in scope or anticipated under-runs or over-runs as well as any potential change requests within five days knowledge of the scope or cost change issue. The Contractor shall assist in identifying and undertaking actions to prevent, if possible, and address any deficiencies.

The Contractor shall propose formats and contents for each report. The final report format, contents, and timing of reporting will be approved by the Program Sponsor. The cost monitoring results will be discussed in weekly Project Management Team (PMT) meetings.

3.9 Capital Cost Estimate Update
The Contractor shall perform an initial capital cost estimate review and update effort that shall be directed at formal baselining and re-baselining of the cost, schedule, and risk profile for each project. The Contractor shall also perform and manage cost estimating of other project elements, including real estate, agency costs, and other soft costs. In addition, the Contractor shall review the design elements included in the previously developed capital cost estimates contained in the FY2015-FY2024 draft Arlington County Capital Improvement Plan (CIP) submission and make recommendations to the Program Sponsor for any modifications, additions or other adjustments.

Deliverables:

- 3.1A – Policies and procedures for Document Control, Change Administration and Management, Budget and Schedule Control – draft and final;
- 3.1B – Work Breakdown Structure (WBS) for the Program;
- 3.2A – Interim Project Control System Implementation;
- 3.3A – Project Control Software –acquisition (enterprise license structure), Set up, installation, Discovery, Customization, Integration;
- 3.3B – Project Control Software Maintenance and User Support Services – Ongoing;
- 3.4A – Training and Training Materials;
- 3.5A – Document Management System Storage, Management and Archiving;
- 3.5B – Documentation Management System – Implementation and Training;
- 3.6A – Configuration Management Plan – draft and final;
- 3.6B – Configuration Management System – Implementation and Training;
- 3.7A – Baseline Schedule for Each Project – draft and final;
- 3.7B – Schedule Monitoring and Reporting–biweekly;
- 3.7C – Review and Coordination of EDC Baseline Schedules;
- 3.7D – Updated Baseline Schedule for each project – draft and final;
- 3.8A – Cost Accounting Structure
- 3.8B – Cost Monitoring and Reporting – monthly; and
- 3.9A – Baseline Capital Cost Estimate for each Streetcar Project.

Task 4 Financial Management
4.1 Financial Capital Plan Development
The Contractor shall coordinate with Program Sponsor and Fairfax County financial, accounting and grants staff to develop a master financial capital plan for the Program that includes budget and cash flow information for each project, with the source and use of the funds identified for each activity and expenditure. The financial capital plan shall be developed to address Program Sponsor internal accounting system requirements, FTA requirements for federally supported capital projects and DRPT requirements for Commonwealth supported projects. The capital financial plan shall reflect the cost accounting structure developed as part of the Project Controls System (Task 3). The format of the financial plan shall be recommended by the Contractor and approved by the Program Sponsor.

The capital financial plan shall present as a separate element the improvements that would qualify as a enrichment and be eligible for exclusion from the New Starts Program cost- effectiveness measure calculations, as defined in the FTA New and Small Starts Evaluation and Rating Process Final Policy Guidance (August 2013).

The financial plan development shall consider information developed as part of the Arlington County Manager's proposed FY2015-FY2024 Capital Improvement Program (CIP) budget submission (May 2014). The funding program for each Streetcar Program will be confirmed as part of this publication.

For the Columbia Pike Streetcar project, other information to be considered includes cost recommendations developed by the FTA PMOC Contractor as well as facility cost estimates currently being prepared by another contractor team under a separate contract with the Program Sponsor.

For the Crystal City Streetcar project, information to be considered shall include the capital cost estimating work prepared by the Crystal City Streetcar Environmental Assessment contractor team.

Additional efforts that shall be undertaken to refine the two (2) project budgets are:

- Incorporating project schedule adjustments approved as part of Task 3.7 – Project Schedules;
- Refining project management costs to include a more detailed estimate of agency staff charges and program management consultant costs;
- Reviewing and finalizing the project limits and facilities to be included in each project; and
- Allocating project costs between the two (2) streetcar projects as well as Arlington County and Fairfax County. The Contractor shall review the methodology developed by the Program Sponsor and Fairfax County that allocates capital costs between the two streetcar projects and make recommendations on any revisions to the methodology. The final methodology to be used will be approved by the Program Sponsor and Fairfax County.

The above efforts shall involve meetings with the Program Sponsor and Fairfax County staff and development of analysis, recommendations and supporting information.

The Contractor shall present recommended budget adjustments and supporting rationale to the Program Sponsor and Fairfax County for review and approval. The Contractor shall finalize the capital budget for each project to incorporate revisions approved by the Program Sponsor.

4.2 Financial Plan Analysis and Updates

4.2.1 Capital

The Contractor shall provide assistance with regular financial analyses of the projects, including tracking and reporting encumbrances, allocations and expenditures by project and funding source, and analyzing, preparing and maintaining current and projected cash flow requirements for the Program. The information shall be reported monthly, as defined in Task 3.8.

The Contractor shall update the capital plan for each project as required to address funding, cost and contract administration issues, including change order and contract modifications. This shall include updating the financial plan after a decision on the project delivery method for each project is made (Task 15.1).

4.2.2 Operating and Maintenance - OPTIONAL

If this subtask option is authorized, the Contractor shall update the operating and maintenance costs and revenues for each project following a decision on the project delivery method. This shall include a review of cost estimates and revenues prepared for the FY2015-FY2024 draft Arlington County CIP submission and conducting additional analysis to refine the costs and revenue estimates. The methodology and revised cost estimates must be approved by the Program Sponsor.

4.3 Cash Flow

The Contractor shall report quarterly capital cash flow projections and needs for each project, after the project delivery method(s) have been defined per Task 15.1. The format of the cash flow reports shall be recommended by the Contractor and approved by the Program Sponsor.

4.4 Assistance in Securing Funding - OPTIONAL

If this subtask option is authorized, the Contractor shall assist the Program Sponsor in securing funding. This shall include providing support for securing funding agreements through DRPT and other funding sources. The assistance shall include development of funding applications and correspondence for Program Sponsor review and approval.

At the direction of the Program Sponsor, the Contractor shall provide assistance in developing grant applications for project funding, budget revisions and extension requests.

The Contractor shall provide assistance with financial and progress reporting to internal and funding agencies. Develop appropriate formats for the reports that will meet the requirements of the funding agencies. The Program Sponsor will have final approval of all reporting formats and report development processes.

4.5 Federal New Starts Program Evaluation - OPTIONAL
If this subtask option is authorized, the Contractor shall provide support in evaluating the competitiveness of the Columbia Pike Streetcar project with the FTA New Starts program and identifying schedule and cost implications related to securing required approvals. The project competitiveness evaluation shall review how the project is expected to perform against the New Starts Program evaluation criteria, using updated ridership projections developed by the Program Sponsor in March 2014, cost information developed in Tasks 4.2 and 3.9 as well as evaluation criteria issued by FTA. Other information to be considered is the FTA New Starts Program authorization levels approved by Congress as well as the number of competing projects in the New Starts Program funding pipeline.

The Contractor shall identify strategies to make the project successful for FTA New Starts funding and to maximize the amount of funding secured from the program. This shall include reviewing opportunities to present the two (2) streetcar projects as an 'interrelated program of projects' as well as identifying federal funding opportunities for maintenance facility costs.

Program Sponsor, Fairfax and Contractor Roles
The roles for the Program Sponsor, Fairfax County, and the Contractor for this task will be as follows:

- Program Sponsor and Fairfax County staff will be responsible for the following efforts:
  - Inputting financial information into PRISM, including grant and funding information, encumbrances, expenditures and reimbursements;
  - Determining financial strategies;
  - Securing all project financing, including any debt financing;
  - Submitting grant applications, extension requests and budget revisions to funding agencies as well as progress reports;
  - Issuing all correspondence to funding agencies; and
  - Obtaining required approvals from Arlington County Board and Fairfax County Board of Supervisors related to project budgets and funding plans.
- The Contractor will be provided with read-only access to PRISM.

Deliverables:

- 4.1A – Financial Capital Plan for Columbia Pike Streetcar Project – draft and update;
- 4.1B – Financial Capital Plan for Crystal City Streetcar Project– draft and update;
- 4.1C – Recommendations on Streetcar Program Capital Cost Allocation Methodology;
- 4.2A – Revised Financial Capital Plan for Columbia Pike Streetcar Project– draft and update;
- 4.2B – Revised Financial Capital Plan for Crystal City Streetcar Project– draft and update;
- 4.2C – Financial Reporting on Capital Costs – monthly;
- 4.2D – Updated Operations and Maintenance Costs – draft and update (OPTIONAL);
- 4.3A – Capital Cash Flow Projections – quarterly;
- 4.4A – Information for Grant Applications, Requests for Budget Revisions and Extension Requests (OPTIONAL); and
- 4.5A – Evaluation of Columbia Pike Streetcar Project Competitiveness with Federal New Starts Program (OPTIONAL).

Task 5 Risk Management
5.1 Risk and Contingency Management Plan (RCMP) Development
The Contractor shall establish a systematic risk management process for each streetcar project that identifies and assesses risks as well as establishes response and control strategies to manage the risks, including a secondary mitigation plan. The Contractor shall document the risk management process in a RCMP for each project.
This activity shall:

- Assist the Project Sponsors in making key decisions related to:
  - Project-Delivery Method (e.g., design-bid-build vs. design-build or Public-Private Partnership) and
  - Contract Packaging (i.e., separate Columbia Pike Streetcar and Crystal City Streetcar projects, versus a combined program);
- Identify and assess cost and schedule risks for both streetcar projects, and identify cost-effective primary mitigation measures;

- Establish appropriate cost and schedule contingencies for both projects; and
- Document all items above in a Risk and Contingency Management Plan (RCMP) for each project.

For the Columbia Pike Streetcar project, the effort shall involve updating the Risk Register that was developed by the Program Sponsor and FTA PMOC. For the Crystal City Streetcar project, the effort shall involve updating the initial draft Risk Register developed by the Program Sponsor. For both projects, the risk management effort shall include an assessment of the related infrastructure projects, including county and state roadway and infrastructure projects.

The effort shall involve several workshops attended by the Program Sponsor, Fairfax County and Contractor to discuss and assess risks.

The effort will include information and analysis from other tasks, including the cost updating to be undertaken in Task 3.9 as well as the schedule updating undertaken in Task 3.7.

The Contractor shall provide recommendations on revisions and additions and supporting rationale to the Program Sponsor and update the Risk Registers with the revisions approved by the Program Sponsor.

Subtask 5.1.1 Develop/Define the Risk Management Process
The Contractor shall develop and define the risk management process to be followed and establish the RCMP outline/template. The process shall follow the guidelines established in the FTA PMOC Oversight Procedure OP-40A – Risk and Contingency Review. The process shall incorporate the preliminary risk assessments previously developed by the Program Sponsor and Fairfax County, expand them to include any additional elements that are required and prepare a RCMP for each project.

Step 1 - Baseline Cost and Schedules
The Contractor shall review the baseline cost and schedule developed for each project as part of task 3.7 - Schedule Development and task 3.9 – Capital Cost Estimate Update and define key decision points and issues that will impact the baseline costs and schedule, including project delivery method and contract packaging. To define the baseline project, the Contractor shall organize and hold a one-day workshop with key program participants. Participants will include Program Sponsor, Fairfax County and Contractor staff from the management, project controls, development and oversight areas. The results of the workshop shall be a review of the current risk items, a set of additional candidate risk items and a risk assessment "flow chart".

Step 2 - Update the Risk Registers
The Contractor shall update the risk registers for the Columbia Pike Streetcar project and Crystal City Streetcar project, including the primary mitigation measures for significant risks. "Risks" include cost and schedule risks (potential losses) and opportunities (potential improvements). This shall be a collaborative effort between the Contractor, Project Sponsor and Fairfax County. This effort shall identify a comprehensive and non-overlapping set of cost and schedule risks for each project (and any changes for the key decision alternatives). For this sub-task, each risk shall be quantified in terms of a mean-value cost change and duration change; this shall address the probability of occurrence and a mean-value cost change and a mean-value duration change if the risk occurred. The time-value of schedule delays shall also be assessed, so that the cost and time impacts for each risk shall be combined into a single equivalent monetary risk impact (mean-value risk severity). Risks shall then be ranked on the basis of mean-value monetary risk impact (i.e., in terms of dollars). Primary risk mitigation measures shall then be discussed for the most significant risks.

This sub-task shall require a three (3) day workshop with key participants which shall be organized by the Contractor. Participants will include Program Sponsor and Fairfax County staff and Contractor staff from the management, project controls, development, oversight, and alternative project delivery groups.

The Contractor shall develop and document in the Draft RCMP for each project an updated cost and schedule risk register for each project, with mean-value assessments and potential risk-mitigation measures.

Step 3 - Quantify Cost and Schedule Uncertainty

The Contractor shall quantify cost and schedule uncertainty for each project and major decision alternatives, develop cost and schedule contingencies, and finalize the draft RCMP for each project. This effort builds on the results from Steps 1 and 2, and leads to quantifying uncertainty in ultimate project cost and schedule in terms of percentiles or confidence levels (e.g., there is an 80% chance that Columbia Pike project could be completed for a cost of $X million or less). This information shall be used to compare the cost and schedule for the key decision alternatives at desired confidence levels. The results shall also be used to help define cost and schedule contingencies and a contingency-management plan.

This sub-task shall involve a two (2) day workshop with the same key participants from the previous workshop session. The Contractor shall document in the draft RCMP for each project cost and schedule uncertainty characterization and key decision alternatives, as well as a contingency-management plan. The draft RCMP shall be an input into the project delivery method evaluation effort in Subtask 15.1.

Step 4 - RCMP Update

Upon selection of the project delivery method for each project in Task 15.1, the Contractor shall review and update each RCMP to address any new or changed risks as well as mitigation strategies that are associated with the project delivery method for review by the Program Sponsor and Fairfax County. The RCMP update shall reflect any revisions and/or additions requested by the Program Sponsor and shall be used as the baseline document for the projects.

5.2 RCMP Monitoring and Updates

Throughout the remaining portion of the first year Work, the Contractor shall monitor the risks to determine how they have been handled or changed and assist the Program Sponsor in identifying mitigation strategies for any new risks that arise. The Contractor shall update the RCMP for each project to include any new program or project risks as well as mitigation strategies that are approved by the Program Sponsor.

Deliverables:

- 5.1A – Risk and Contingency Management Plan (RCMP) Update for Columbia Pike Streetcar Project – draft and update;
- 5.1B – Risk and Contingency Management Plan (RCMP) Update for Crystal City Streetcar Project – draft and update;
- 5.1.C – Risk Management Workshops;
- 5.2A – Risk Monitoring and Updates for Columbia Pike Project RCMP – draft and update;
- 5.2B – Risk Monitoring and Updates for Crystal City Project RCMP – draft and update; and
- 5.2C – Mitigation Strategies and Potential Solutions.

Task 6 Third Party Coordination and Approvals

6.1 Third Party Agreement Listing

For each Streetcar project, the Contractor shall review the initial third party agreement listing developed by the Program Sponsor that identifies the specific government, developer and utility agreements that need to be secured for each Streetcar project. The third parties include:

- Government Agencies
  - Fairfax County: provisions relating to roles and responsibilities for project implementation, funding, right-of-way acquisition, and governance;
  - Funding partners: DRPT, FTA, and potentially Federal Highway Administration (FHWA);
  - Regulatory
    - VDOT – Fairfax County roads and specific intersections in Arlington;
    - DRPT - Rail Safety Oversight;
    - FTA – NEPA, ADA and other compliance;
    - VDHR – Section 106 Historic Resources; and
    - Northern Virginia Regional Parks Authority (VRPA) – W&OD Trail Impacts; and
    - FHWA – potential approval of transit use of federal-aid right-of-way, including Route 1, Route 7, and the Washington Boulevard interchange;
  - Potential Columbia Pike Realignment and Navy Annex Land Exchange
    - Department of Defense, Arlington National Cemetery, FHWA, VDOT

- Utility Companies, including Dominion Power relocations/new service, Verizon, and additional utility companies as required;
- Developers: Vornado (Pentagon City, Skyline, Crystal City), Jefferson Transfer Center; and
- Washington Metropolitan Transit Authority (WMATA): fare provisions, shared bus stops, Joint Development Adjacent Construction permit requirements for Pentagon City and Crystal City MetroRail stations.

The Contractor shall identify any additional agreements that need to be included as well as the required timing for each securing each agreement.

The Contractor shall develop a recommended format for the listing for Program Sponsor approval and then manage the listing to provide updates on the status of the various agreements as well as the addition of new agreements or requirements.

6.2 Coordination

The Contractor shall assist the Program Sponsor and Fairfax County in coordination with regulatory agencies and other stakeholders and facilitate resolution of technical issues related to design, construction, operations, compliance and funding. Any issues requiring legal guidance or interpretation of regulatory authority shall be coordinated and reviewed by the County Attorney Offices of the Program Sponsor and Fairfax County. The specific responsibilities shall include the following type of efforts:

- Assisting the Program Sponsor and Fairfax County in securing the required local, regional, state and federal permits and regulatory and legislative approvals;
- Providing technical assistance to the Program Sponsor and Fairfax County required to secure agreements such as "Memoranda of Understanding" or "Interlocal Agreements".
- Assisting the Program Sponsor in developing agreements with developers for project elements and in the negotiations to secure the agreements; and
- Identify any additional scope items requested by a third party for each streetcar project and undertake analysis to evaluate the impact of the additional scope item in terms of the project operations and maintenance implications and the additional cost. In addition, as directed by the Program Sponsor develop draft provisions for cost-sharing arrangements and/or additional grant or funding requirements.

6.3 Utility Coordination

The Contractor shall obtain and review information on the existing utility agreements between the Program Sponsor and Fairfax County and prepare a summary memorandum highlighting the issues affecting the two streetcar projects. The review shall identify any revisions that are required to existing agreements to address federal funding requirements, including Buy America provisions.

The Contractor shall coordinate with all affected utility companies for infrastructure that may need to be relocated or protected as part of the implementation of the Streetcar projects. Prepare draft Utility Relocation/Protection/New Service Agreements for Program Sponsor review. Assist the Program Sponsor in negotiating and finalizing the Utility Agreements with the affected utility companies. For work in Fairfax County, all utility coordination efforts shall comply with VDOT's Manual of Utility Instructions.

The Program Sponsor and Fairfax County will be responsible for the following:

- Specifying the required format for the agreements;
- Approving the schedule for securing the agreements;
- All Work associated the third party agreements and approvals;
- Approval of all agreements;
- Securing required approvals from the Arlington County Board and Fairfax County Board of Supervisors on agreements; and
- Issuing all correspondence to third parties presenting agreement offers.

Deliverables:

- 6.1A – Third Party Agreement Listing for Columbia Pike Streetcar – draft and update;
- 6.1B – Third Party Agreement Listing for Crystal City Streetcar – draft and update;
- 6.1C – Updates to the Third Party Agreement Listing for Columbia Pike Streetcar – draft and update;

- 6.1D – Updates to the Third Party Agreement Listing for Crystal City Streetcar – draft and update;
- 6.2A – Provide technical information to the Program Sponsor and Fairfax County for Columbia Pike Streetcar Interlocal Agreements and Memoranda of Understanding;
- 6.2.B – Provide technical information to the Program Sponsor and Fairfax County for Crystal City Streetcar Interlocal Agreements and Memoranda of Understanding;
- 6.2C – Provide technical assistance to the Program Sponsor and Fairfax County for Columbia Pike Streetcar Developer Agreements;
- 6.2.D – Provide technical assistance to the Program Sponsor and Fairfax County for Developer Agreements – Crystal City Streetcar;
- 6.3A – Columbia Pike Streetcar Utility Issues Summary Memorandum – draft and update;
- 6.3B – Crystal City Streetcar Utility Issues Summary Memorandum – draft and update;
- 6.3C – Columbia Pike Streetcar Utility Relocation/Protection Agreements –draft and update; and
- 6.3D – Crystal City Streetcar Utility Relocation/Protection Agreements –draft and updates.

Task 7 Procurement Administration

The Contractor shall assist the Program Sponsor in developing procurement strategies, preparing draft procurements for Program services, evaluating proposals and providing assistance and support for the negotiation of contract awards.

7.1 EDC Consultant Negotiations

The Contractor shall assist with the negotiations with the top ranked Offeror on the Streetcar Engineering Design Consultant (EDC) contract. The EDC contract is being structured as a Professional Services multi-phase contract using the process specified in the Arlington County Purchasing Resolution, with the scope and cost negotiations directed at Phase 1 – Preliminary Engineering.

The Contractor's effort shall include:

- Review the draft EDC scope of services developed by the Program Sponsor for the preliminary engineering services and provide recommendations to the Program Sponsor on any revisions, additions and/or refinements, with supporting rationale;
- Review the draft Independent Cost Estimate (ICE) prepared by the Program Sponsor for the preliminary engineering services and assist the Program Sponsor in expanding the ICE to address all of the elements included in the draft scope, with the information presented separately for each Streetcar project and the Operations and Maintenance facility. Review the initial staffing plan included in the draft Program Sponsor ICE and provide recommendations on the required labor categories as well as the associated level of effort. Review the draft rates developed by the Program Sponsor for the salaries, overhead and fee and provide comments to the Program Sponsor on the reasonableness of the rates, with supporting rationale for any recommended revisions. Prepare a revised ICE for the projects and operations and maintenance facility to include the revisions approved by the Program Sponsor.
- Participate in negotiation meetings with the EDC top ranked Offeror, Program Sponsor and Fairfax County staff to discuss the scope, approach, deliverables, staffing plan, the schedule for the preliminary engineering work as well as responsibilities of the EDC, Program Sponsor, Fairfax County and PMC Contractor. Following the initial meetings, prepare draft instructions for EDC Offeror submissions for Program Sponsor consideration;
- Review the scope, staffing plan, and schedule submissions from the EDC Offeror and develop comments and/or clarification requests for Program Sponsor consideration;
- Review the EDC Offeror's rates proposal against the ICE and perform a cost analysis of the labor rates, overhead costs and direct costs as required by FTA Circular 4220.1F - Third Party Contracting Guidance. Provide comments to the Program Sponsor on the reasonableness and accuracy of the rates submission and supporting documentation, any required clarifications and/or revisions, with supporting rationale;
- Prepare draft correspondence to the Offeror outlining the requested revisions and back up information relating to the scope, staffing plan schedule and cost submissions and finalize the correspondence to include additions and revisions requested by the Program Sponsor;
- Participate in follow up negotiation meetings with the EDC top ranked Offeror, Program Sponsor and Fairfax County to discuss the review comments and the content and format for the revised submission.

- Assist with finalization of the scope, cost provisions, schedule and contract terms for the recommended EDC contract award as requested by the Program Sponsor; the effort shall involve an additional review of Offeror submissions, provision of review comments and development of the final draft scope and cost provisions;
- Prepare a draft negotiations memorandum that summarizes the negotiation efforts as well as justification for the recommended contract award for review by the Program Sponsor and Fairfax County; finalize the memorandum to include additions and revisions requested by the Program Sponsor; and
- Document project files with information on the procurement, negotiations and the basis for the contract award.

The Program Sponsor will be responsible for the following efforts:

- Leading the EDC negotiations effort;
- Issuing all correspondence to the EDC Offeror relating to negotiations and contract award issues;
- Approval of the draft EDC contract award terms and conditions, including cost provisions; and
- Submitting reports to the Arlington County Board and Fairfax County Board of Supervisors with recommendations on EDC contract award and provisions for the Arlington County and Fairfax County agreement.

7.2 Additional EDC Consultant Negotiations – OPTIONAL

If the negotiation process does not lead to a contract award to the first ranked EDC Offeror, this subtask option may be authorized. The Contractor shall assist with the negotiations with the second top ranked Offeror on the Streetcar EDC contract. The Work shall involve only those sub-tasks related to review of the top ranked Offeror submissions and completion of negotiations included in Task 7.1.

Deliverables

- 7.1A – Review Comments on Program Sponsor EDC Preliminary Engineering Scope;
- 7.1B – Review Comments on Program Sponsor EDC Independent Cost Estimate (ICE)–draft and final;
- 7.1C – Correspondence to EDC Offeror with Questions, Submission Requirements, Information Requests – draft and final;
- 7.1D – Review Comments and Recommendations on EDC Offeror Submission on Scope, Staffing Plan, Schedule and Cost Estimate;
- 7.1E – Cost analysis of EDC Offeror Submission;
- 7.1F – Attendance at Negotiation Meetings with EDC Offeror;
- 7.1G – Review Comments and Recommendations on Revised EDC Offeror Submission on Scope, Staffing Plan, Schedule and Cost Estimate;
- 7.1H – EDC Preliminary Engineering Scope, Schedule and Staffing Plan for Contract Documents – draft and final;
- 7.1I – Negotiations Memorandum summarizing the negotiation process and rationale for the EDC Contract Award - draft and final:
- 7.1J – File Documentation on the Negotiations, Including the Negotiation Summary, Cost Analysis, and the Basis for the Award;
- 7.2A thru 7.2J – same deliverables as 7.1B thru 7.1J (OPTIONAL)

Task 8 Contract Administration/Management

8.1 EDC Contract

The Contractor shall provide contract administration services for the EDC contract. This shall include:

- Review invoices and make recommendations to the Program Sponsor regarding payment of the invoice. The review shall include verification of the accuracy of invoiced charges, conformance with the contract terms, and existence of complete and accurate documentation to support the charges. Where Work is behind schedule or deemed less than acceptable, review the submitted invoices and make recommendations to the Program Sponsor for amounts to be disallowed and prepare a draft letter for the disallowance that will include direction on a recovery plan;
- Review requests for information by the EDC Contractor requesting clarification or additional information concerning contract documents and prepare draft responses to the requests for review by the Program Sponsor;

- Assist in administering the change order/contract administration process developed in Task 3, including reviewing proposed change orders and/or contract modifications and providing recommendations to the Program Sponsor as to whether the revision is within the contract scope and is necessary. The review shall also address the reasonableness of any proposed adjustments to the project schedule. Perform a cost and price analysis following requirements in FTA Circular 4220.1F - Third Party Contracting Guidance on all proposed change orders and contract modifications and provide recommendations to the Program Sponsor on whether the proposed cost is fair and reasonable. The effort will utilize procedures developed for change administration as part of the Project Controls System (Task 3);
- Identify any required revisions to the EDC project scope, budget and schedule contingency relating to the approved changes or contract amendments;
- Compile an update-to-date record of approved contract amendments for internal and external reporting;
- Maintain a complete contract file including but not limited to all correspondence, purchase orders, invoices, proposed change orders/amendments, requests for information, submittals, etc.; and
- Assist with documenting project files to ensure information on contract performance and any amendments are complete, including supporting documentation, approvals, signed documents, and contracting monitoring activities.

The Program Sponsor will be responsible for the following efforts:

- Payment of all EDC invoices and issuing any adjustments; and
- Processing of change orders and contract revisions in the financial system.

Deliverables

- 8.1A – EDC Contractor Invoice Review and Recommendations - monthly;
- 8.1B – EDC RFI Review and Draft Responses;
- 8.1C – EDC Change Order Management and Documentation Monitoring;
- 8.1D – Cost and Price Analysis of Proposed EDC Change Orders and Contract Modifications;
- 8.1E – EDC Budget Monitoring and Contingency Management Plans; and
- 8.1F – Maintain EDC Contract Administration File Documentation.

Task 9 Environmental

9.1 Environmental Approvals

The Contractor shall provide assistance with securing the required environmental approvals for both streetcar projects.

9.1.1 Columbia Pike Streetcar

The Contractor shall undertake Work to secure the required National Environmental Policy Act (NEPA) approval for the Columbia Pike Streetcar project. The Columbia Pike Streetcar project, as a federally funded project, is subject to NEPA requirements and efforts to secure the project environmental approval (Finding of No Significant Impact - FONSI) will be undertaken following confirmation of the key project facility decisions. It is anticipated that a Supplemental Environmental Assessment document or a Re-evaluation Report will be required to address revisions to the Pentagon City O & M facility and Skyline Station facility definitions since the draft AA/EA report. The O & M and Skyline facilities are presently being reviewed as part of the ongoing planning/conceptual engineering work, (by Others), with the following environmental work underway:

- Completion of the Section 106 Phase I archaeological surveying and submission of the Phase 1 findings report to VDHR and FTA;
- Completion of the Section 106 Historic Architectural Effects Assessment;
- Conducting Section 106 Consulting Parties Meetings to solicit feedback from organizations and individuals with a demonstrated interest in the project and present findings from the archeological and historical assessments;
- Development of the Section 106 Programmatic Agreement or Letter of Commitment committing the Program Sponsor to future actions to resolve any adverse effects to cultural resources;

- Updating the potential environmental impacts and list of mitigative measures for the Pentagon City O& M Facility; this will include work to assess the noise, transportation and Section 106 impacts from the revised facility and track layout; and
- Updating the potential environmental impacts and list of mitigative measures for the Skyline Station facility at a second site; this work will include an assessment of the noise, transportation and Section 106 impacts.

The concept for the Jefferson Transfer Center/park and ride is under finalization by Fairfax County. The draft AA/EA has the facility being developed on private property adjacent to the streetcar station. The revised concept has the kiss n' ride and bus transfer area being developed as 'on street' facilities along Jefferson Street, and the park and ride area eliminated from the project in the short term. The Supplemental Environmental Assessment document or Re-Evaluation Report shall include a discussion of the revisions to the facility.

In addition to the facility revisions, the Supplemental Environmental Assessment or Re-Evaluation Report shall identify and then address any changed conditions that have a potential to change the determination of impacts from those presented in the draft AA/EA report. This includes the enactment of new or revised laws and regulations that would potentially affect the analysis of the impacts.

The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule for the necessary environmental Work and documentation required to obtain federal NEPA approval.

The following assistance shall be provided by the Contractor:

- Review the updated environmental Work completed on the two (2) facilities and determine the need for any additional work that would be required to obtain NEPA approval;
- Attend meetings with the Program Sponsor, Fairfax County, FTA and potentially VDHR to discuss issues and clarify requirements for the Work effort and documentation;
- Prepare documents, public notices, attend and provide support at public and agency meetings, prepare draft responses to comments, undertake field investigation and analysis, and provide support with any required filing of environmental documents; and
- As directed by the Program Sponsor, attend meetings with FTA, VDHR, Consulting Parties and other review agencies to clarify requirements, report on progress and to discuss draft reports and submittals. The Consulting Parties are the agencies and stakeholder groups designated under Section 106 of the National Historic Preservation Act (36 C.F.R. § 800.2(c)(1) to (c)(4). The Contractor shall propose formats and contents for each report, and the final report format, contents, and timing of reporting shall be approved by the Program Sponsor.

9.1.2 Operations and Maintenance Facility – Navy Annex Location – OPTIONAL

If the Program Sponsor, in coordination with Fairfax County, decides to carry the Navy Annex site for the Operations and Maintenance facility and vehicle storage yard into the project development process, this subtask may be authorized.

If the effort is authorized, the Contractor shall attend meetings with FTA staff, undertake environmental analysis to determine the potential impacts on the human and natural environment, develop mitigation measures to alleviate potential impacts, agency and public coordination, as well as prepare a Supplemental Environmental Assessment (EA) document or Environmental Re-evaluation Report. To the maximum extent possible, the effort shall utilize information and analysis developed from other efforts, including the Columbia Pike draft AA/EA Study, the Columbia Pike Multimodal Study as well as the facility and environmental Work being undertaken as part of the current planning and conceptual engineering effort.

9.1.3 Crystal City Streetcar – OPTIONAL

If the definition of the project is revised from the scope in the current environmental effort, assistance with preparing supplemental environmental documentation shall be required from the Contractor.

9.2 Mitigation Tracking System
The Contractor shall set up a process for tracking mitigation measures required by Columbia Pike Streetcar Project NEPA approval documents and ensures that activities are completed and documented in accordance with applicable local, state and federal regulations. The Contractor shall set up a process that tracks mitigation measures specified in the Crystal City Streetcar Environmental Assessment and ensures that activities are completed and documented in accordance with applicable local, state and federal regulations. For both efforts, the Contractor shall develop a draft work plan for addressing the mitigation measures for review and approval by the Program Sponsor.

The Contractor shall propose formats and contents for each mitigation tracking system, with the final mitigation tracking system format contents, and timing approved by the Program Sponsor. Tracking shall be updated monthly and reported quarterly.

9.3 EDC Environmental Work Monitoring
The Contractor shall monitor Work efforts of the Streetcar EDC during preliminary engineering to ensure that the environmental efforts are adequate and address project commitments. The monitoring shall include tracking the status of the required mitigation measures. The Contractor shall inform the Program Sponsor of any deficiencies with the environmental effort and provide recommendations on the required resolution including any corrective actions by the EDC.

The Program Sponsor and Fairfax County will be responsible for the following Environmental Approval tasks:

- Issuing correspondence with FTA and regulatory agencies;
- Issuing public notices;
- Filing draft or final environmental reports, including supplemental EA reports; and
- Submitting draft reports to the Arlington County Board and Fairfax County Board of Supervisors with recommendations on contract award and provisions for the Arlington County and Fairfax County agreement.

Deliverables

- 9.1A – Supplemental Environmental Assessment or Re-evaluation Report and Related Environmental Analysis - Columbia Pike Streetcar – draft and final;
- 9.1B – Public Notices related to the Columbia Pike Streetcar Supplemental Environmental Assessment –draft and final;
- 9.1C – Responses to the Columbia Pike Streetcar Supplemental Environmental Assessment Public Comments and Tracking of Comments –draft and final;
- 9.1D – Supplemental Environmental Assessment or Re-evaluation Report and Related Environmental Analysis for the Navy Annex – draft and final (OPTIONAL);
- 9.1E – Public Notices – Navy Annex –draft and final (OPTIONAL);
- 9.1F – Responses to Public Comments and Tracking of Comments for the Navy Annex –draft and final (OPTIONAL);
- 9.1G – Supplemental Environmental Assessment or Re-evaluation Report and Related Environmental Analysis – Crystal City Streetcar –draft and final (OPTIONAL);
- 9.1H – Public Notices – Crystal City Streetcar –draft and final (OPTIONAL);
- 9.1I – Responses to Public Comments and Tracking of Comments – Crystal City Streetcar – draft and final (OPTIONAL);
- 9.2A – Mitigation Tracking System for Both Streetcar Projects – draft and final; and
- 9.3A – Monitoring of EDC Environmental Work Plan and Recommendations on the Required Resolutions.

Task 10 Right-of-Way Acquisition

10.1 Finalize Right-of-Way Acquisition Process
The Contractor shall provide assistance in finalizing the right-of-way acquisition process, responsibilities and schedule for both projects. The real estate acquisition strategy shall incorporate the requirements of the funding sources included in each project's financial plan (Task 4.1). For the Columbia Pike Streetcar project, the strategy shall include requirements associated with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

The Contractor shall participate in meetings with the DES–Real Estate Bureau, and the County Attorney's Office from both Counties, present information on the federal requirements, identify strategies that other agencies have successfully implemented to acquire property and/or easements, as well as prepare draft meeting minutes. The Contractor shall prepare a draft right-of-way acquisition process, responsibilities and schedule for both projects and then finalize the process and responsibilities and schedule for both projects to reflect Program Sponsor and Fairfax County review comments. The following elements shall be included in the process:

- Responsibility for right-of-way acquisition in both Counties;
- Relationship to the engineering work, including level of the design work required for right-of-way acquisition; and
- Specific tasks, approvals and the associated timeline for right-of-way acquisition activities, including quick take and condemnation actions for both projects.

The real estate acquisition strategy shall be updated to reflect the decision on the project delivery method approved for each project by the Program Sponsor and Fairfax County as part of the Project Delivery Strategy (Task 15.1).

In undertaking this work, the Program Sponsor and Fairfax County will be responsible for the following:

- Approval of the right-of-way acquisition process;
- Approval of all correspondence with property owners and developers as well as the terms and conditions for all proposed settlement offers;
- All legal work associated with the right-of-way acquisition process; and
- Submitting reports to the Arlington County Board and Fairfax County Board of Supervisors to provide information and obtain approval of right-of-way acquisition settlement offers, and to secure authorization to use condemnation proceedings, if necessary, for specific transactions.

10.2 RAMP Development/Updates

The Contractor shall review the draft Real Estate Acquisition Management Plan (RAMP) for the Columbia Pike Streetcar project developed by Arlington DES-Real Estate Bureau which addresses the Arlington County portion of the Streetcar project. The review shall identify any additions or revisions necessary to meet the requirements outlined in FTA PMOC OP-23 - Real Estate Acquisition and Management Plan (RAMP) Review.

The Contractor shall coordinate with the Program Sponsor and Fairfax County to expand the RAMP to include the Fairfax County portion of the Streetcar project. It is assumed that Fairfax County will be responsible for right-of-way acquisition within its borders, although VDOT may be the right-of-way acquisition agent.

The Contractor shall update the RAMP to include revisions and additions approved by the Program Sponsor and Fairfax County. The RAMP update shall reflect the right-of-way acquisition process developed as part of Task 10.1, the requirements associated with the federal funding, and the revised property requirements associated with the project facilities currently under review as part of a separate effort – the O & M facility, Jefferson Transfer Center and/or Skyline Station. The Contractor shall prepare updated property acquisition cost estimates for these facilities using recent market data provided by the Program Sponsor and Fairfax County; the effort shall not include conducting appraisals to determine the update value.

The Contractor shall develop a right-of-way acquisition plan for the Crystal City Streetcar project in close coordination with the Program Sponsor. The plan shall include the central elements from the Columbia Pike Streetcar project RAMP, including a listing of property and easement requirements, estimated property acquisition costs and schedule. In addition, the plan shall reflect the right-of-way acquisition process developed as part of Task 10.1.

The Contractor shall update the Columbia Pike Streetcar RAMP and Crystal City Streetcar right-of-way acquisition plan as necessary to reflect revised property requirements, cost estimates and/or new procedures, as approved by the Program Sponsor. In addition, the Contractor shall update the RAMP for both projects to reflect the project delivery method approved as part of Task 15.1 – Project Delivery Strategy.

10.3 Right-of-Way Acquisition Tracking
The Contractor shall develop a format acceptable to the Program Sponsor Real Estate Bureau and Fairfax County to track all acquisitions, as well as potential issues impacting right-of-way requirements and/or the acquisition schedule for the Streetcar projects, including design, schedule or third party agreement issues. The Columbia Pike Streetcar tracking system shall comply with federal transit requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

As requested by the Program Sponsor, the Contractor shall participate in meetings with the working groups that have been established on both Streetcar project corridors to discuss and coordinate responsibilities, work efforts and schedules, as well as the following projects:

- Columbia Pike – Multimodal Project, Transit Stations, Streetcar; and
- Crystal City – Street Improvements, Streetcar, Crystal City Potomac Yard Transitway.

The Contractor shall provide a quarterly report on issues that have the potential to impact the streetcar right-of-way acquisition schedule or cost and develop recommendations on strategies for Program Sponsor consideration. This effort shall be reported in Task 3.8 - Cost Monitoring and Reporting, and Task 1.9 - Quarterly Report.

10.4 Right-of-Way Acquisition Support - OPTIONAL
As requested, the Contractor shall provide support for Program Sponsor and Fairfax County discussions with property owners on acquisition needs. Support shall include preparing plats, appraisals, review appraisals, title reports, surveys, documentation presenting rationale/justification for acquisition, and similar documents. The support shall be provided for the two (2) sites: the Verizon property at the Pentagon City Operations and Maintenance facility and vehicle storage yard site as well as the Crystal City Streetcar Supplemental Vehicle Storage Facility.

The Program Sponsor and Fairfax County will be responsible for the following:

- Approval of the right-of-way acquisition process;
- Approval of all correspondence with property owners and developers as well as the terms and conditions for all proposed settlement offers;
- All legal work associated with the right-of-way acquisition process; and
- Submitting reports to the Arlington County Board and Fairfax County Board of Supervisors to provide information and obtain approval of right-of-way acquisition settlement offers, and to secure authorization to use condemnation proceedings for specific transactions.

Deliverables

- 10.1A – Right-of-way Acquisition Process, Responsibilities and Schedule for both projects - draft and update;
- 10.1B – Examples of Strategies that other agencies have successfully implemented to acquire property and/or easements;
- 10.1C – Meeting Attendance, Meeting Minutes;
- 10.1D – Updated Right-of-way Acquisition Process, Responsibilities and Schedule for both projects– draft and update;
- 10.2A – Columbia Pike Streetcar Real Estate Management Plan (RAMP) Update – draft and update;
- 10.2B – Crystal City Streetcar Real Estate Management Plan (RAMP) Update – draft and update;
- 10.3A – Right-of-Way Tracking Systems – draft and update;
- 10.3B – Meeting attendance; and
- 10.4A – Plats, Cost Estimates, Appraisals, Appraisal Reviews, Rationale/Justification for Acquisition (OPTIONAL).

Task 11 Quality Assurance/Quality Control (QA/QC) Procedures and Oversight

11.1 Quality Management Program (QMP)
The Contractor shall coordinate with Program Sponsor and Fairfax County on the development of a QMP for the Streetcar Program. The QMP shall present the quality assurance and quality control program that

defines functions, procedures, and responsibilities for the design and construction and inspection activities associated with the Streetcar Program.

The QMP shall be developed in accordance with the following documents and references:

- The Federal Transit Administration's (FTA) Quality Management System Guidelines, December 2012; and
- Project Management Oversight Contractor (PMOC) Operating Procedure 24 – Quality Assurance/Quality Control Review.

The QMP shall be part of the PMP, but shall be developed as a separate standalone document. The QMP is a dynamic document that will be further developed as the project work proceeds.

In Year 1, the Contractor shall develop the following sections of the QMP:

- Overview of the Quality Management Program, including the quality policy, objectives, responsibilities of the project team, quality management training responsibilities;
- The document control quality assurance procedures and quality records distribution, maintenance and storage procedures. This effort shall be coordinated with Task 3.5 Document Management System; and
- The design quality procedures and activities.

The design quality procedures shall define the responsibilities and processes for the quality assurance and quality control monitoring and oversight of the Contractor and the EDC during design. The design quality procedures shall be a subset of the QMP and shall be controlled quality record documents.

The Contractor shall prepare the draft QMP, with the final QMP documentation including revisions and additions requested by the Program Sponsor and Fairfax County. The effort shall involve meetings with the Program Sponsor and Fairfax County to discuss and develop objectives, responsibilities and procedures.

The QMP shall be updated should conditions or situations change during the first year of the streetcar program. Additional updates to the Program QMP shall be made throughout the duration of the Contract.

The Contractor shall provide an independent Quality Assurance Manager (QAM) to develop the project QMP and provide overall management of the quality organization, verifying that the QMP is correctly and fully implemented. The QAM shall have the responsibility and authority to ensure that the quality organization is involved in all aspects of work performed by the Contractor, EDC, other contractors, subcontractors, vendors, and suppliers. The QAM shall have authority to stop affected work, control further processing, or prevent shipment of items that do not meet contract quality requirements.

11.2 Review of EDC QA/QC Program

The Contractor shall review the EDC's QA/QC program and identify any revisions or additions that are required to enable it to meet Streetcar Program QMP requirements. The Contractor shall participate in discussions with the EDC, Program Sponsor and Fairfax County to discuss the required revisions and oversee the EDC's efforts to make any required revisions.

The Contractor shall maintain records of all correspondence, meetings and quality–related documentation as quality records.

11.3 QA/QC Compliance

The Contractor shall ensure and verify that the minimum standards for Quality Assurance/ Quality Control (QA/QC) for all design activities associated with the Streetcar Program are completed in accordance with the QMP and the established procedures. The Contractor shall provide oversight of activities related to implementation of the adopted quality control procedures through the use of quality audits, surveillances and other techniques. The Contractor shall identify, record and track areas needing improvement, recommend corrective action plans and provide oversight to ensure compliance.

11.3.1 Quality Plan Compliance (Contractor)
The Contractor shall conduct internal audits on a periodic basis on Work efforts and major deliverables to assess the Contractor's compliance with the QMP and to ensure compliance with the PIP, PMP, design control procedures as well as other requirements established in the QMP. The Contractor shall submit audit reports to the Project Sponsor and shall include the audit reports in the quality records of the streetcar projects.

11.3.2 Quality Plan Compliance (EDC)
The QAM shall conduct audits on a periodic basis on Work efforts and major deliverables prepared by the EDC to document the EDC's compliance with its Quality Program, to verify the design and design changes, ensure compliance with the design criteria, streetcar project requirements, and the requirements of the relevant regulatory agencies.

The Contractor shall submit audit reports to the Project Sponsor and shall include the audit reports in the quality records of the streetcar projects.

Deliverables

- 11.1A - Quality Management Program (QMP) – draft and update;
- 11.1B - Design Quality Procedures –draft and final;
- 11.2A - Review comments on EDC QA/QC program;
- 11.3A - Audit Reports on Contractor's compliance with QMP; and
- 11.3B - Audit Reports on EDC's compliance with QMP.

Task 12 Design Oversight
12.1 Streetcar Design Criteria, Utility Rules of Practice and Design Standards

12.1.1 Streetcar Design Criteria and Utility Rules of Practice
The Contractor shall assist the Program Sponsor and Fairfax County in finalizing the Streetcar Design Criteria and Utility Rules of Practice manuals for the Streetcar program and confirm that the Streetcar Design Criteria manual incorporates the necessary level of detail on the design, functional, and performance requirements of the various streetcar system components.

The Contractor shall solicit and incorporate into the Streetcar Design Criteria and Utility Rules of Practice manuals review comments from the Program Sponsor, Fairfax County, Virginia Department of Rail and Public Transport (DRPT), Virginia Department of Transportation (VDOT) and various private utility companies, and conduct meetings or work sessions as needed to obtain review comments. The Contractor shall review and incorporate any comments previously collected from past work efforts by consultants tasked with reviewing and commenting on these documents, and conduct meetings or work sessions to further clarify existing comments as needed.

Following approval of the Streetcar Design Criteria and Utility Rules of Practice manuals by the Program Sponsor and Fairfax County, the Contractor shall incorporate both manuals into the document control system (Task 3.5) to enable tracking of edits and versions of the document.

The Contractor shall develop a means of applying the Utility Rules of Practice, or identifying the necessary utility requirements that apply, within Arlington County and to any portions of the streetcar projects that fall outside of Arlington County and ensure compliance with the Fairfax County's Public Facilities Manual and VDOT's Manual of Utility Instructions as needed.

The Contractor shall support on-going coordination with the Utility Rules of Practice, conflict identification and resolution for related public and private projects.

12.1.2 Design Standards
The Contractor shall assist the Program Sponsor in consolidation of Arlington County, Fairfax County, and relevant VDOT Design Standards applicable to the Streetcar projects. The Contractor shall review the

standards and identify any conflicts and or missing standards and recommend changes to eliminate any identified deficiencies.

The Contractor shall provide a recommendation on incorporating the Streetcar Design Criteria and relevant design standards into a consolidated document.

12.2 Process Development

12.2.1 Design Review Process

The Contractor shall develop a design review process to promote timely and coordinated reviews of the design. The design review process shall be flexible enough to accommodate various project delivery methods (such as design-bid-build, design-build, DBOM, etc.). The design review process shall be developed in coordination with the various Program Sponsor departments, Fairfax County Government departments, VDOT, and utility companies, as required.

The design review process shall incorporate necessary reviews by the Program Sponsor Public Facilities Review Committee (PFRC) and any other similar committee(s) in Fairfax County, including the support role the PMC shall take in those reviews.

The design review process shall identify the applicable design standards currently in effect by the Program Sponsor, Fairfax County, and VDOT, and shall develop a means of reconciling differences among these standards and/or shall recommend how the differing standards are appropriately applied. The design review process shall define how design waivers and design exception are identified, justified, tracked and communicated.

The design review process shall define the roles and responsibilities of the various design reviewers, including Program Sponsor staff, Fairfax County staff, VDOT, and the Contractor. The design review process shall establish at what level of design development each reviewer should participate as well as establish timelines for the reviews. The design review process shall also identify the means by which justifications of design decisions and approval of design decisions are documented and communicated.

The Contractor shall conduct training of design and oversight staff, including relevant Program Sponsor, Fairfax County and Contractor staff performing design reviews as necessary to ensure that all staff and contractors understand and follow the design review process.

The Contractor shall ensure that this effort is coordinated with Task 11 – Quality Assurance/Quality Control Procedures and Oversight.

12.2.2 System Requirements Analysis

The Contractor shall assist the Program Sponsor and Fairfax County in consolidating and finalizing each stakeholder's user requirements. This activity shall capture already identified requirements (user, operational, performance, etc.) and identify any deficiencies. The Contractor shall identify the streetcar system in functional terms, and describe requirements at each level, from the system level to the sub-system level including major components of the system. The Contractor shall complete a requirements analysis for the Streetcar Program through the consolidation of existing reports and planning documents into a traceability matrix that confirms that the Program Sponsor's and Fairfax County's User Requirements have been identified and recorded. The Contractor shall incorporate the identified user requirements into the preliminary engineering design scope.

12.3 Design Oversight

12.3.1 Interface Definition

The Contractor shall define the project interfaces that may be encountered through the design and construction of the streetcar projects. Project interfaces shall include scope and responsibility limits between the streetcar projects and other projects, as well as between various elements of the streetcar projects. The Contractor shall create and maintain a tracking tool for the management of the project interfaces. The tracking tool shall:

- Document the system interfaces and the interactions that take place;
- Describe how the system interfaces place constraints on the project designs and performance; and

- Trace how the interface requirements have been incorporated into the streetcar project designs.

The tracking tool shall serve to monitor design and technical issues, internal and external coordination, as well as third party approvals.

12.3.2 Input into Preliminary Engineering
The Contractors shall conduct an independent review of the conceptual-level plans developed for the streetcar projects. Based on these reviews, the Contractor shall develop and document guidance for the EDC, in collaboration with the Program Sponsor and Fairfax County, defining elements that are to be modified or given particular attention in the preliminary engineering phase of the work. The Contractor shall develop a technical memorandum with accompanying table of requested initial modifications to existing technical source documents provided to the EDC. This shall serve as the initial basis of design that the EDC will be instructed to utilize to progress their work.

The Contractor shall define the level of design development necessary for each project component or element to constitute an overall "preliminary engineering" level of design development. The Contractor shall provide instruction to the EDC for the preliminary engineering work product and ensure the design shall be sufficiently advanced to:

- Define the scope of the projects;
- Establish to a reasonable degree of certainty the right-of-way acquisition needs;
- Estimate the cost of the projects sufficiently to establish a final budget; and
- Support an application into the Engineering phase of the FTA New Starts process for the Columbia Pike Streetcar project.

12.3.3 Compliance with Design Criteria and Design Standards
The Contractor shall establish procedures for ensuring the design complies with the Streetcar Design Criteria, all applicable VDOT, Fairfax County and Program Sponsor standards, and the Safety and Security Management Plan. The procedures shall be based on preliminary engineering design development, the selected project delivery method, and shall be expandable for future applicability to final design and construction. The Contractor shall implement the procedures and monitor the design process. The Contractor shall ensure that this effort is coordinated with Task 11 – Quality Assurance/Quality Control Procedures and Oversight.

12.3.4 Coordinate Design Work with Adjacent Projects
The Contractor shall establish and implement procedures for coordinating the design work with adjacent or closely related projects and various project stakeholders. The procedures shall entail regular coordination meetings, design reviews related to areas that directly impact or conflict with the streetcar projects, and other means of communication and documentation.

Examples of relevant closely related projects include:

- Columbia Pike Streetcar
  - Columbia Pike Transit Stations;
  - Columbia Pike Multimodal;
  - Columbia Pike realignment and interchange modification (proposed); and
  - Private development projects.

- Crystal City Streetcar
  - Crystal City Street projects;
  - Private development projects; and
  - Crystal City Potomac Yard (CCPY) Transitway.

Examples of project stakeholders include:

- Program Sponsor and Fairfax County Transportation Operations, Stormwater Management;
- Program Sponsor and Fairfax County Maintenance, including Water, Sewer and Streets;
- Program Sponsor and Fairfax Public Works and Engineering;
- Program Sponsor and Fairfax Public Safety;
- VDOT;

- Arlington Transit (ART);
- Department of Defense;
- Arlington Cemetery; and
- Other groups.

Design work coordination shall take into consideration project interfaces and constructability.

12.3.5 Design Coordination and Management of EDC
The Contractor shall promote the timely completion of design work by the EDC through regular coordination meetings. Outside of the regularly scheduled coordination meetings, the Contractor shall coordinate various project design issues with the EDC on an as-needed basis.

Four (4) design packages are currently envisioned that include: Columbia Pike, Crystal City, the Pentagon City Vehicle Maintenance Facility with the Crystal City Supplemental Vehicle Storage facility, and the streetcar vehicles. The Contractor shall ensure that weekly design coordination meetings and general coordination are conducted for each design package.

12.3.6 Conduct and Coordinate Design Reviews
The Contractor shall conduct and coordinate design reviews in accordance with the design review process identified in Task 12.2.1 developed above. The Contractor shall establish the schedule for design reviews, distribute materials to be reviewed by the various reviewers, conduct a pre-design review workshop to outline contents of the review package and instructions to the reviewers as to the scope, purpose, and expectations of their reviews. The Contractor shall follow up with reviewers to ensure timely completion and submission of reviews. The Contractor shall collect and tabulate all received design review comments and review comments for consistency with one another and, in the event of inconsistency, coordinate with applicable reviewers to resolve inconsistencies.

The Contractor shall communicate review comments to the EDC and convene design review comment work sessions as needed to ensure understanding.

12.3.7 Utility Coordination
The Contract shall establish and implement procedures for coordination of the streetcar project designs with the various utility companies. The Contractor shall review the streetcar project designs and identify any impacts on existing or planned utilities that may necessitate utility relocations. The Contractor shall implement the guidance found in the Utility Rules of Practice. The Contractor shall assist the EDC, Project Sponsor and Fairfax County in identifying alternative designs that mitigate the need for utility relocations. The Contractor shall develop and implement a tracking system to monitor utility relocation designs, and also identifies criticality, overall schedule impacts, design responsibility, cost responsibility, relocation/construction responsibility, and relocation status. The Contractor shall ensure that this effort is coordinated with Task 6.3 Utility Coordination.

The Program Sponsor and Fairfax County will be responsible for the following:
- Approval of the Streetcar Design Criteria and Utility Rules of Practice manuals; and
- Approval of Design Review Process.

Deliverables
- 12.1A - Streetcar Design Criteria and Utility Rules of Practice manuals – draft and final;
- 12.1B – Consolidated Streetcar Standards-draft and final;
- 12.2A – Design Review Process Plan - draft and final;
- 12.2B - Design Review Process Training;
- 12.2C- Consolidated System Requirements Analysis and Traceability Matrix;
- 12.3A - Project Interface Definition and Tracking Tool;
- 12.3B - Conceptual Plans Review;
- 12.3C - Definition of "Preliminary Engineering" Level of Design Development;
- 12.3D - Instructions to EDC for Initial Basis of Design;
- 12.3E - Design Compliance Procedures and Implementation –draft and final;
- 12.3F - Design Coordination Procedures- draft and final;

- 12.3G – Design Coordination Meetings with EDC;
- 12.3H - Design Review Coordination;
- 12.3G - Utility Coordination Procedures; and
- 12.3H – Utility Relocation Design Tracking System.

Task 13 Vehicle Acquisition Support

13.1 Confirm Vehicle Requirements

The Contractor shall develop recommendations on the critical requirements for the streetcar vehicles. These requirements shall provide the basis for the preparation of the technical specifications for the streetcar vehicles.

In undertaking this effort, the Contractor shall review completed and ongoing Work related to ridership projections, as well as the requirements for the fleet size and the capacity of the vehicles. This includes the ridership projections and the operating plan requirements developed for the Columbia Pike Streetcar AA/EA, the ridership and operating plan requirements under development for the Crystal City Streetcar EA and the Streetcar Program ridership and vehicle capacity requirements under finalization as part of the ongoing Columbia Pike Streetcar planning, environmental and conceptual engineering work. The Contractor shall undertake additional analysis to confirm vehicle requirements relating to the vehicle length and width as well as develop recommendations for other elements, including the number of seats, the seating to standing ratio, minimum turning radius, partial or 100% low floor, off-wire capability, speed requirements, geometrics (vertical and horizontal) and level boarding method.

The Contractor shall organize meetings with the Program Sponsor, Fairfax County and the EDC to discuss requirements and ensure that the vehicle requirements are coordinated with the ongoing design work. Key issues to be discussed include the capacity requirements, operating plan objectives, community and/or stakeholder considerations, alignment, grades, station designs, as well as facility layouts.

The Contractor shall develop recommendations on the vehicle requirements with supporting rationale and revise the requirements to include revisions and additions requested by the Project Sponsor and Fairfax County.

13.2 Rail Fleet Management Plan (RFMP)

The Contractor shall prepare a draft Rail Fleet Management Plan (RFMP) for the Streetcar Program that meets the requirements established in FTA PMOC OP-37 Rail Fleet Management Plan. The draft RFMP shall include but not be limited to information on service levels, vehicle requirements by time of day and day of the week, spare requirements, vehicle life expectancy, the required maintenance program, and future service expansion requirements. A separate RFMP shall be prepared for each Streetcar project to include the operations plan and vehicle requirements sections specific to each Streetcar project. The common elements for the RFMPs shall include the maintenance reliability program, the overhaul and rebuild program, the capacity standards and the procurement plan.

The initial draft RFMPs shall be submitted to the Program Sponsor and Fairfax County for review. The drafts shall be revised to reflect revisions requested by the Program Sponsor and Fairfax County. The draft RFMPs shall be updated following a decision on the project delivery method in Task 15.1 – Project Delivery Strategy.

The draft RFMPs shall be an interim document and shall be finalized following completion of the preliminary engineering work in Year 2.

13.3 Oversight of EDC Vehicle Specification Effort

The Contractor shall develop a strategic approach for the preparation of the vehicle specifications. The approach shall reflect the Program Sponsor's desire for maximizing use of Off-the-Shelf (OTS) designs and minimize customization of the vehicle design. The Contractor shall present the draft approach to the Program Sponsor and Fairfax County for review and finalize the approach to include revisions requested by the Program Sponsor and Fairfax County.

The Contractor shall oversee the EDC efforts to develop the vehicle specifications using the approved strategic approach. This shall include ensuring that the efforts reflect the design performance criteria

established for the vehicles, including acceleration and braking rates, wayside communications, as well as the operational requirements, including minimum turning radius, maximum grade and level boarding. In addition, the Contractor shall obtain information from the EDC for inclusion in the vehicle contract commercial provisions, including submittal requirements, progress schedule, payment milestones, inspection and acceptance, delivery instructions, spare parts, and options for additional purchases.

In performing this Work, the Contractor shall attend meetings with EDC staff, review draft technical vehicle specifications, prepare review comments for Program Sponsor consideration, and coordinate with the EDC on the preparation of the required revisions to vehicle technical specifications.

The draft vehicle specifications shall be an interim document and finalized early in the second year of the Contractor contract.

13.4 Vehicle Commercial Provisions
The Contractor shall develop the draft commercial provisions for procurement of the streetcar vehicles. The provisions shall include the submittal requirements, payment provisions, schedule, inspection and acceptance requirements and procedures, delivery instructions, spare parts, and options for additional purchases. In addition, the provisions shall include the requirements associated with federal funding, including Americans with Disabilities Act (ADA) and Buy America provisions.

The provisions shall reflect the project delivery method decision approved in Task 15.1 and shall be developed in conjunction with the draft procurement and contracting plan effort (Task 15.2). The draft vehicle commercial provisions shall be submitted to the Program Sponsor and Fairfax County for review. The Contractor shall revise the draft to reflect revisions requested by the Program Sponsor and Fairfax County.

The draft provisions shall be an interim document and shall be finalized in the second year of the Contractor contract following approval of the Streetcar procurement and contracting plan (Task 15.2).

13.5 Vehicle Source Selection Plan
The Contractor shall prepare the source selection plan for the vehicles. The plan shall describe how the vehicles will be procured, including the procurement method, evaluation process, evaluation factors and their relative importance, as well as guidance and templates for the evaluation of the technical and cost proposals.

The plan shall reflect the requirements associated with the project funding plan as well as the project delivery method confirmed in Task 15.1. The effort shall be coordinated with development of the Procurement and Contracting Plan (Task 15.2) and shall involve coordination with Program Sponsor Purchasing and County Attorney staff to understand the purchasing and contracting requirements applicable to the vehicle procurement.

The Contractor shall prepare the draft vehicle source selection plan and finalize the draft plan to include revisions and additions requested by the Program Sponsor and Fairfax County. The draft vehicle source selection plan will be an interim document and shall be finalized in year 2 after the vehicle specifications are developed by the EDC and the Procurement and Contracting Plan (Task 15.2) is finalized.

Deliverables
- 13.1A - Vehicle Requirements Technical Memorandum - draft and final;
- 13.2A - Preliminary Rail Fleet Management Plan for Columbia Pike - draft and update;
- 13.2B - Preliminary Rail Fleet Management Plan for Crystal City Streetcar - draft and update;
- 13.3A - Vehicle Technical Specifications Design Approach - draft and final;
- 13.3B - Oversight Reports of the EDC Technical Specifications Development;
- 13.4A – Preliminary Vehicle Commercial Provisions -draft;
- 13.5A – Preliminary Vehicle Source Selection Plan –draft.

Task 14 Communications and Outreach

14.1 Public and Stakeholder Outreach Plan

The Contractor shall prepare a Public and Stakeholder Outreach Plan for the two (2) streetcar projects. The Plan shall present the framework for the public and stakeholder involvement efforts as well as the procedures for undertaking the Work. Detailed information shall be included on the Year 1 efforts, including the specific events, website updates, newsletters and other communication and involvement strategies.

The Plan shall also describe the specific efforts that shall be undertaken to increase participation by traditionally under-represented populations and groups in the two (2) streetcar corridors, as required under Title VI of the Civil Rights Act of 1964. This shall include the following:

- The Spanish language publications that will be used for the advertisement of the public meetings. The two leading Hispanic news print publications shall be used;
- Business community and faith-based groups to be contacted; and
- Procedures for tracking and reporting participation by Title VI groups.

As part of the plan development, coordinate with Program Sponsor and Fairfax County public information and marketing staff to obtain input on procedures and protocols as well as with the PMT to understand the specific objectives for the public and stakeholder involvement, including special requirements applicable to the engineering and environmental outreach efforts. In addition, coordinate with staff performing the Title VI coordination effort in both Counties.

The Contractor shall prepare the draft Plan, with the final Plan addressing Program Sponsor and Fairfax County review comments.

14.2 Program Logo and Name

14.2.1 Program Logo and Name Development

The Streetcar Program logo and name shall be used to develop the Program messaging and identity. The Contractor shall prepare a Program Logo and Name Development Plan defining the specific efforts that shall be undertaken to develop the Streetcar program logo and name. The effort shall involve coordination with the Program Sponsor and Fairfax County to obtain input on the strategies. The Contractor shall submit the draft plan for Program Sponsor and Fairfax County review and finalize the plan to include revisions requested by the Program Sponsor and Fairfax County.

The Contractor shall develop several streetcar program logos and name alternative concepts and narrow them down to three (3) using the process approved in the Plan. The concepts shall include the name and visual presentation, including font type, color, and accompanying graphical image. The program logo and name concepts shall be submitted to the Program Sponsor and Fairfax County for review, and then the logo and name finalized based upon direction from the Program Sponsor and Fairfax County.

Upon approval, prepare and deliver a program standards guide for use by all program elements. This shall be applicable to reports, power point templates, and collateral materials.

14.2.2 Outreach on Logo and Name – OPTIONAL

The Contractor shall define and undertake an outreach program to obtain public and stakeholder involvement in the logo and name. The effort shall include, but not be limited to, coordination with Streetcar stakeholder groups, and outreach via the Streetcar website for public review and feedback of the top ranked logo/brands. The specific approach will be approved by the Program Sponsor in advance.

14.3 Program Education and Communication Materials

The Contractor shall assist the Program Sponsor and Fairfax County with development of educational, communication and outreach materials for the Streetcar Program. The assistance shall be provided on an as needed basis and could include drafting content and providing graphical support for the Program Sponsor and Fairfax County to use to develop fact sheets, email updates, website updates, and social media posts; designing brochures to provide information on aspects of the projects (ridership, funding, etc) and the benefits as well as developing social/digital advertisements that link to information on the project

website. Ad development and placement shall be coordinated with Program Sponsor and Fairfax County public information officers and media relations staff.

14.4 Program Contact Database

The Contractor shall design and develop a consolidated, online Streetcar contact database in consultation with the Program Sponsor and Fairfax County. The database shall contain, but not be limited to, the following:

- Participants in current and past Streetcar projects and studies:
- General public who have indicated an interest in being kept up-to-date about the project;
- Business groups along Columbia Pike and in Bailey's Crossroads, Crystal City, Pentagon City, and Arlington Potomac Yard;
- Elected and appointed officials;
- Special interest groups (transit, bike/pedestrian, etc.);
- Transit users;
- Commuters;
- Local, regional, state, and federal agency staff;
- Freight and passenger rail operators;
- Title VI-related groups and organizations;
- Community leaders;
- Faith leaders; and
- Community organizations.

Program Sponsor and Fairfax County will provide contact information currently stored in their files in a tabular or database electronic file format. The Contractor shall undertake additional efforts to expand the database, including conducting research into other agencies and organizations in the corridors.

Maintain and update the contact database on a monthly basis to add or remove names and update information. Provide monthly reports to the Program Sponsor and Fairfax County on new email subscribers.

14.5 Streetcar Committee Meetings & Communications

The Contractor shall participate in coordination meetings with the following groups:

- Technical Advisory Committee (TAC). There will be two separate committees – one for the Columbia Pike Streetcar project and one for the Crystal City Streetcar project. They will meet quarterly after the commencement of the preliminary engineering work. Members shall include representatives from DRPT, VDOT, FTA, the Program Sponsor and Fairfax County.

- Citizens' Coordination Committee (CCC). There will be two separate committees – one for the Columbia Pike Streetcar project and one for the Crystal City Streetcar project. They will meet quarterly after the commencement of the preliminary engineering work. Members shall include representatives of the public and stakeholder groups in the corridors.

The Contractor shall attend the meetings associated with both committees, prepare meeting presentations, meeting summary notes and follow-up action summaries; coordinate and distribute presentation materials, and make presentations as requested. The presentations, summary notes and follow up action summaries shall be prepared as draft materials, with the final materials reflecting review comments by the Program Sponsor and Fairfax County.

14.6 Stakeholder Meetings

The Contractor shall attend meetings with local community groups, Chambers of Commerce, and other special interest groups along the streetcar corridors to provide information on the Streetcar Program and current activities. The effort shall include attendance of up to twelve (12) meetings; the specific meetings shall be approved by the Program Sponsor and Fairfax County in advance. The Contractor shall develop a presentation using existing information and presentations developed in other tasks and shall prepare brief summary notes and a list of follow-up action items following each meeting.

14.7 Community-Sponsored Events
The Contractor shall participate in community-sponsored events in the Streetcar corridors at the direction of the Program Sponsor. Twelve (12) community events shall be attended during Year 1.

The Contractor shall attend the events and provide information on the Streetcar Program and respond to questions. The information to be distributed shall include a Streetcar Program email update sign-up sheet, project fact sheets, and a comment/input form. Prepare a summary of participation at each event and submit the summary to the Program Sponsor and Fairfax County.

14.8 Public Meetings
The Contractor shall develop plans, make arrangements and conduct public meetings to inform the public, jurisdictions and stakeholders about the Streetcar Program engineering work and solicit and provide opportunities for input.

The public meetings shall be in the form of one round of open house meetings related to the engineering work on the two (2) streetcar projects. The open houses shall be held at three (3) locations: the Crystal City Streetcar corridor, the Columbia Pike Streetcar corridor in Arlington County, and the Columbia Pike Streetcar corridor in Fairfax County.

In cooperation with the Program Sponsor and Fairfax County, the Contractor shall arrange for an appropriate public space for each meeting and make reservations for the meeting spaces. All meeting locations shall be approved by the Program Sponsor and Fairfax County. Site selection for all public meetings must meet the provisions of the Americans with Disabilities Act (ADA) of 1990. The meetings shall follow an open-house style format and will be up to three hours in duration. The Contractor shall arrange for a translator proficient in American Sign Language (ASL) to translate for the hearing impaired community at the meetings, if this service is requested by the public.

The Contractor shall prepare an advertising plan for each meeting or round of meetings that identifies how the meetings will be advertised, including the specific print and online media to be used and the timing for the ad placements. This shall include the Spanish publications to be used. Following approval by the Program Sponsor and Fairfax County, develop the appropriate print and social/digital advertisements, and arrange for the placement of the ads with the designated media. Coordinate ad development and placement with Program Sponsor and Fairfax County public information officers and media relations staff. The cost of the print and online media advertising shall be paid by the Program Sponsor and Fairfax County directly.

The Contractor shall develop the agenda for the meetings and prepare display boards, presentation materials, sign in sheets and comment forms. The Program Sponsor and Fairfax County will approve the agendas as well as all information and presentation materials.

The Contractor shall attend the public meetings and prepare a meeting summary from each meeting for Program Sponsor and Fairfax County approval.

14.9 Title VI/Limited English Proficiency (LEP) Outreach and Compliance
The Contractor shall support the Program Sponsor to implement outreach activities complying with provisions of Title VI of the Civil Rights Act of 1964.

The Contractor shall provide a translator fluent in Spanish and English for each public meeting. The translator shall be available to translate information presented at the meeting, talk to members of the public as well as to document public comments and questions.

The Contractor shall advertise the public meetings in the local Spanish language publications designated in the public meeting advertising plan (Task 14.8). The advertisements shall be approved by the Program Sponsor and Fairfax County.

The Contractor shall translate project materials, including newsletters and information to be distributed at public meetings into Spanish.

The Contractor shall prepare and distribute project information to local businesses and community gathering places in Spanish, with the specific locations approved by the Program Sponsor and Fairfax County.

The Contractor shall make arrangements and attend meetings with Spanish groups within the streetcar corridors; the groups shall be approved by the Program Sponsor and Fairfax County in advance. Prepare a summary report of each meeting documenting attendance, comments and questions and submit to Program Sponsor and Fairfax County. Include comments in the project database. Provide follow-up information or responses to any group or individual requesting this information.

The Contractor shall track and report participation by Title VI groups in the meetings on a quarterly basis in the format approved in the Public and Stakeholder Plan (Task 14.1).

14.10 Comment Processing & Response to Inquiries

In coordination with environmental requirements (Task 9.1) and in accordance with other requirements identified by the Program Sponsor and Fairfax County, the Contractor shall establish a protocol, record and maintain a list of comments and responses for the Streetcar projects in the Program Comment Database (Task 14.4). The Contractor shall recommend a protocol for the comments and responses, with the Program Sponsor approving the protocol. To the maximum extent possible, comments shall be tied to individual names or affiliations in the Database. The listing shall include comments requesting a follow up action. For these comments, the Contractor shall advise the Program Sponsor and Fairfax County of the comments and required action monthly.

Deliverables:

- 14.1A – Public and Stakeholder Involvement Plan – draft and final;
- 14.2A – Streetcar Logo and Name development plan; draft and final;
- 14.2B – Three Streetcar Program logo and name concepts; draft and final;
- 14.2C – Top Streetcar Program logo and name concepts – draft and final;
- 14.2D – Streetcar Program Standards Guide;
- 14.3A – Program Education and Communication Materials - One page of content on the Streetcar program, – draft and final - monthly;
- 14.3B – Program Education and Communications Materials - One graphic on the Streetcar program–draft and final - monthly.
- 14.3C – Educational brochures on streetcar projects –draft and final;
- 14.3D – Social/digital advertisements that link to information on the project website –draft and final;
- 14.4A – Consolidated Streetcar contact database;
- 14.4B – Updated database – monthly;
- 14.4C – Email reports onnew Streetcar email update subscribers – monthly;
- 14.5A – Technical Advisory Committee meeting (1 presentation) – draft and final;
- 14.5B – Technical Advisory Committee meeting summary -draft and final ;
- 14.5C – Technical Advisory Committee meeting follow up action summary;
- 14.5D – Citizens Advisory Committee meeting (1 presentation) – draft and final;
- 14.5E – Citizens Advisory Committee meeting summary –draft and final;
- 14.5F – Citizens Advisory Committee meeting follow-up action summary;
- 14.6A – Stakeholder briefing presentation - draft and final;
- 14.6B – Stakeholder briefing meeting summary -draft and final;
- 14.6C – Stakeholder briefing follow-up action summary ;
- 14.7A – Attendance at community-sponsored events;
- 14.7B – Community-sponsored events summaries;
- 14.8A – Public Meeting Advertising Plan– draft and final;
- 14.8B – Public Meeting advertisement – print and electronic– draft and final;
- 14.8C – Public meeting presentation –draft and final;
- 14.8D – Public meeting informational boards – draft and final;
- 14.8E – Public meeting summary – draft and final;

- 14.8F – ASL translation services at public meetings;
- 14.9A – Spanish Translator at public meetings;
- 14.9B – Advertisement of public meetings in Spanish publications – draft and final;
- 14.9C – Spanish translation of project materials;
- 14.9D – Information distribution to local businesses and community groups;
- 14.9E – Scheduling of meetings with Spanish groups, meeting attendance, summary report of meetings;
- 14.9F – Tracking of Title VI group participation in meetings;
- 14.10A – Comment processing and response protocol; and
- 14.10B – Report on required public comment follow-up actions – monthly.

Task 15 Project Delivery Strategy and Contracting Plan

15.1 Evaluation of Alternative Project Delivery Options

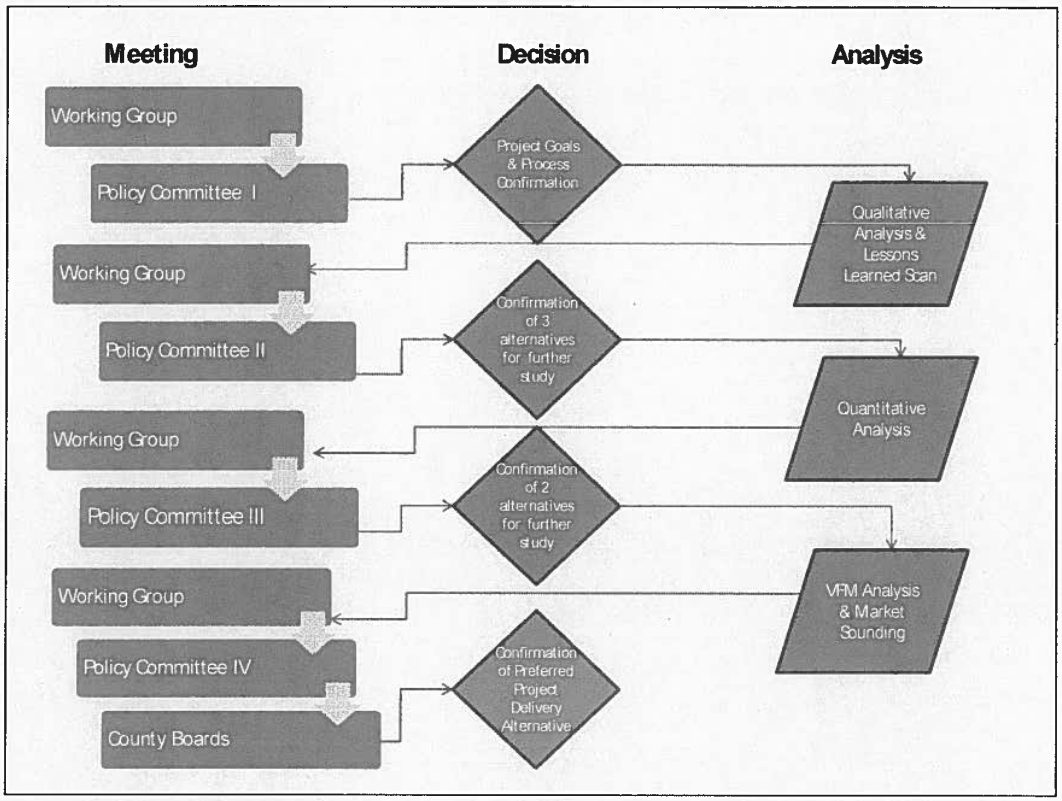
The Contractor shall evaluate and compare the implementation of each Streetcar project through the traditional design-bid-build method and alternative project delivery ("APD") methods, such as design-build (DB), design-build-operate-maintain (DBOM), design-build-finance-operate-maintain (DBFOM) and construction manager (CM) at risk.

The subtasks to Task 15.1 are summarized below; some subtasks are internally focused and others shall require interaction with external parties.

Subtask	Internal	External
Subtask 15.1.1	**Facilitate meetings with Program Sponsor and Fairfax County to confirm project goals and process and gather qualitative data**	
Subtask 15.1.2		**Conduct lessons learned scan with other agencies**
Subtask 15.1.3	**Conduct qualitative analysis of DBB and APD alternatives**	
Subtask 15.1.4	**Conduct quantitative analysis of 3 alternatives**	
Subtask 15.1.5	**Conduct Board Workshop of ADP Approaches**	
Subtask 15.1.6	**Prepare Value for Money Analysis evaluating 2 alternatives**	
Subtask 15.1.7		**Conduct Market Sounding**
Subtask 15.1.8	**Prepare draft report of Findings and Recommendations**	
Subtask 15.1.9	**Assist in presentation of findings and recommendations with Policy Committee and County Boards**	

Throughout Task 15.1, the Contractor efforts shall involve close coordination with the Program Sponsor and Fairfax County to obtain input, strategize on key issues and discuss findings and recommendations. At multiple points during the evaluation process, the Contractor shall present interim findings to the Program Sponsor and Fairfax County and seek decisions to narrow the number of scenarios under review. These meetings shall first be held with an identified Working Group of staff representing different disciplines from the Program Sponsor and Fairfax County and then shall include meetings with the Columbia Pike Streetcar Policy Committee. Recommendations on the project delivery method shall be presented to the Arlington County Board and Fairfax County Board of Supervisors for their review and approval.

The evaluation and decision making process is presented below.



Subtask 15.1.1 Facilitate Meetings with Arlington and Fairfax Counties in Support of the Qualitative Analysis

To kick-off the process and confirm Program Sponsor and Fairfax County "buy-in" of the process, the Contractor shall develop presentation materials and facilitate the first staff Working Group meeting.

Task	Meeting	Purpose
15.1.1	Working Group Meeting I	o Review and confirm goals and objectives for the Columbia Pike and Crystal City Streetcar projects
		o Explain and confirm the process for communicating findings to the Counties in support of decisions to narrow alternatives under study (the evaluation and decision-making process), resulting in the decision of a Preferred Delivery Model
		o Detail strategy for presenting Project Goals and Objectives and the evaluation and decision-making process to the Policy Committee
15.1.1	Policy Committee Workshop I	o Present Project Goals and Objectives o Present evaluation and decision making process resulting in Preferred Delivery Model for "buy-in"

Participants will include Working Group members as well as representatives from the legal and real estate departments from the Program Sponsor and Fairfax County. Contractor participants shall include the Alternative Project Delivery (APD) team and the technical team.

The Contractor shall develop the agendas and presentations for the meeting, assist in facilitating the discussions, and incorporate the input into the evaluation. The Program Sponsor will provide the Contractor

with all relevant prior project-related documents, including related budget and Capital Improvement Plan documents not already available.

Outcomes of the Working Group Meeting I include a confirmation on evaluation and decision-making process with the Working Group; an agreement on dates, times, attendees, and logistical preparation for all upcoming Working Group Meetings, Policy Committee Workshops, and County Board Workshops; and an agreement on the strategy for presenting the Project Goals and Objectives and the evaluation process to the Policy Committee.

The first presentation to the Columbia Pike Streetcar Policy Committee meeting shall include a discussion of the project goals and objectives as well as the evaluation process for involving the Policy Committee in the alternative project delivery method evaluation.

The Program Sponsor will coordinate with the Policy Committee Members on the scheduling and arrangements for all Policy Committee meetings. The Contractor shall provide a draft presentation and talking points for the Policy Committee meeting for review and approval by the Program Sponsor and Fairfax County.

Following these meetings, the Contractor shall facilitate a series of mini-workshops with the Program Sponsor and Fairfax County staff to support the information gathering necessary to complete the qualitative analysis. These meetings shall cover the following topics:

- Risk issues and how they would be handled in each alternative project delivery approach. Key risk issues include right-of-way acquisition, utilities, interlocal agreements, the potential Navy Annex land exchange, and associated projects;
- Financing strategies, including federal funding; this shall include a discussion of uncertainty issues related to federal funding;
- Operations and maintenance of the system;
- Governance issues; and
- Legal constraints.

The purpose of these meetings is outlined in the table below. To facilitate the Program Sponsor's participation at the meetings, the Contractor shall supply the Program Sponsor with a topic matrix identifying the information requirements..

Meeting	Purpose	Entity	Participants	Data/Info Inputs
Working Group Workshop A	o Discuss potential operations and maintenance structures of the system and client preferences and constraints	Counties	PM, Procurement, DMF (Budget & Finance); Legal; Real Estate	Counties' preferences and/or constraints relative to O&M structures (including vehicles) given project due diligence to date; fill in topic matrix
	o Discuss governance issues and client preferences and constraints	PMC	APD Team, Technical Team; Procurement Manager	Topic matrix for County workshop prep; agendas for the meetings
Working Group Workshop B	o Legal constraints	Counties	PM, Procurement, DMF (Budget & Finance); Legal; Real Estate	County-identified legal constraints; fill in topic matrix
		PMC	APD Team, Technical Team; Procurement Manager	Topic matrix for County workshop prep; agendas for the meetings

Working Group Workshop C	o Financing strategies, including federal funding; this will include a discussion of uncertainty issues related to federal funding;	Counties	PM, Procurement, DMF (Budget & Finance); Legal; Real Estate	Identified financial constraints; output of DMF's Financial Advisor analysis regarding the Tax Increment Financing district; capital plan updates; fill in topic matrix
		PMC	APD Team, Technical Team	Topic matrix for County workshop prep; agendas for the meetings
Working Group Workshop D	o Risk issues and how they would be handled in each alternative project delivery approach. Key risk issues include right-of-way acquisition, utilities, interlocal agreements, the potential Navy Annex land exchange, and associated projects;	Counties	PM, Procurement, DMF (Budget & Finance); Legal; Real Estate; Engineering staff	Updates to ROW acquisition, utilities, interlocal agreements, the Navy Annex land exchange, and associated projects; fill in topic matrix
		PMC	APD Team, Technical Team; Procurement Manager	Task 5 RCMPs for each project with items added for potential scope elements beyond "DB" such as the financing, operations, and maintenance; topic matrix for County workshop prep; agendas for the meetings

The Contractor shall develop the agendas for the meetings, facilitate the discussions and incorporate Program Sponsor and Fairfax County input into the evaluation. The Program Sponsor and Fairfax County will provide the inputs identified in the table above as well as additional information identified by the Contractor.

Participants for the Program Sponsor and Fairfax County are identified in the table above and vary depending on the topic at hand. Participants for the Contractor shall include a minimum of the APD and Technical Team leads, but shall also vary depending on the topic at hand.

The Contractor shall include discussions from these meetings in the qualitative analysis report developed in Subtask 15.1.3.

Subtask 15.1.2 Lessons Learned Scan with Other Agencies
In support of the qualitative analysis, the Contractor shall organize meetings and/or conference calls with other agencies with similar government structures that have implemented light rail or streetcar systems. The list of agencies shall be approved by the Program Sponsor in advance, and shall include agencies with strong County Boards, no pre-existing rail transit service, and decentralized procurement processes. The meetings shall include agencies based in the Commonwealth of Virginia. The specific agencies and meeting agenda shall be approved by the Program Sponsor and Fairfax County in advance.

This scan of lessons learned, building on the prior research conducted by past Program Sponsor consultants, will provide input into the qualitative analysis in considering the risks and the implications of the delivery methods relative to each Streetcar project within the context of the County's processes. For agencies that have solicited and/or administered a public-private partnership (P3) contract, information on their specific efforts, timelines and costs shall be obtained. This information will be collected by phone and/or site visit, with the specific method approved in advance by the Program Sponsor.

Subtask	Purpose	Decisions/Deliverables

15.1.2	o Identify lessons learned from agencies with similar government structure (i.e. strong County Boards, no existing rail transit service, decentralized procurement processes) that have developed a new build light rail or streetcar system to learn more about the implications of the delivery methods, why they chose that method, and discuss their application to each Streetcar project.	Approval of the target agencies and questions to cover. Summarize input and incorporate into qualitative analysis report.

This effort shall occur in parallel to the other qualitative analysis data gathering meetings in subtask 15.1.1. The deliverable associated with these meetings shall be captured in the qualitative analysis report provided at the end of Subtask 15.1.3.

Subtask 15.1.3 Qualitative Analysis
Incorporating the information identified in Subtasks 15.1.1 and 15.1.2, the Contractor shall conduct a qualitative analysis of traditional design-bid-build and alternative project delivery approaches. The effort shall address a wide range of factors including, agency control, staff capability, risks, schedule, opportunities for innovation, design flexibility, and community considerations. The analysis shall be captured in the subtasks deliverable, a summary report, and presented to a Working Group meeting followed by a Policy Committee meeting (see table below). The outcomes of those meetings shall confirm three (3) alternative delivery methods for further analysis in Subtask 15.1.4, the quantitative analysis. The Contractor shall provide information to assist in the discussions in selecting the three (3) alternatives (including design-bid-build). These materials shall include examples of how other agencies have addressed risk issues in the various project delivery approaches.

The Program Sponsor and Fairfax County will review draft materials and provide written feedback to the Contractor as well as coordinate the arrangements for the Policy Committee meeting.

Subtask	Meeting	Purpose
15.1.3	Working Group Meeting II	o Present draft qualitative results and recommendations to further study 3 alternatives o Confirm approach with Policy Committee Meeting
15.1.3	Policy Committee Meeting II	o Present results of qualitative analysis and recommendation to further study 3 alternatives o Present summary of other agency lessons learned scan

Subtask 15.1.4 Quantitative Analysis
The Contractor shall conduct a quantitative analysis of no more than three (3) potential alternatives of project delivery approaches, including the development of a financial model with a public sector comparator (a scenario based on the traditional design-bid-build delivery model). This analysis requires inputs related to the Program Sponsor's and Fairfax County's Capital Improvement Plan, the Crystal City TIF, public sector debt terms, risk allocation assumptions and value of transferred risks, among others. Working Group workshops detailed in the table below shall be held to assist in the collection of these inputs and vetting of the assumptions.

Subtask	Meeting	Purpose	Entity	Participants

15.1.4	Working Group Workshop E	o Collect necessary inputs (i.e. Task IV O&M estimates, public sector financing scenario(s) assumptions) o Confirm other assumptions for analyses (i.e. timing of availability of ROW and utility relocations)	Counties	Working Group; Real Estate; Legal
			PMC	APD Team, Technical Team; Procurement Manager
15.1.4	Working Group Workshop F	o Identify values associated with risk elements and risk allocation/transfer, depending on scenarios under analysis	Counties	Working Group; Real Estate; Legal
			PMC	APD Team, Technical Team; Procurement Manager

The Contractor shall develop the agendas for the meetings and facilitate the discussions. In addition, the Contractor shall provide the Program Sponsor with a topic matrix to assist in the preparation of the workshops.

The Program Sponsor and Fairfax County will provide quantitative inputs and update inputs necessary for the analysis.

Once the necessary inputs are identified and confirmed, the Contractor shall complete the analysis and develop a financial model, which shall be approved by the Program Sponsor. Information collected in these meetings shall be captured in the quantitative analysis report deliverable.

The Contractor shall provide information, including presentation materials and talking points to assist the Working Group and Policy Committee Meeting III (see Subtask 15.1.5) in identifying the two (2) preferred alternative delivery approaches to be addressed in the Value for Money analysis and report. These materials shall include the draft quantitative analysis and results as well as recommendations. The Contractor shall incorporate feedback from the Working Group Meeting before advancing the presentation to the Policy Committee Meeting III.

Subtask	Meeting	Purpose	Decisions/Deliverables
15.1.4	Working Group Meeting III	o Present draft quantitative results and recommendations to further study 2 alternatives in the Value for Money analysis. o Confirm approach with Policy Committee Workshop III	Confirm the two alternatives to advance for further study in VFM analysis.
			Draft quantitative analysis report, including input from Working Group.

Subtask 15.1.5 APD Workshop with Policy Committee

To support the Program Sponsor's and Fairfax County's determination of which two (2) project delivery methods should advance for study under a Value for Money (VFM) analysis, the Contractor shall conduct a workshop with the Policy Committee covering the APD and P3 procurement processes, including implications related to the timing of procurement, advisory needs, and evaluation criteria.

Subtask	Meeting	Purpose	Decisions/Deliverables
15.1.5	Policy Committee Meeting III	o Conduct an APD and P3 Workshop with the Policy Committee to discuss the steps involved in each delivery method's procurement process, including the development of procurement and contract documents, evaluation criteria, advisor needs, etc.	Confirm the 2 alternatives to advance for further study in VFM analysis.

		o Present draft quantitative results and recommendations to further study 2 alternatives in a VFM.	
			Finalized quantitative analysis report

The deliverable associated with this subtask (and subtask 15.1.4) is a quantitative analysis that incorporates Working Group input and feedback while the outcome or significant decision made is to narrow the number of preferred alternatives for further study to two for the VFM analysis.

Subtask 15.1.6 Value for Money Analysis
The Contractor shall prepare a 'Value for Money' (VFM) analysis that considers both the design and construction costs, as well as the long-term cost of a project (operations, maintenance, and capital replacement), and compares the net present value of the project using alternative project delivery methods. The analysis shall consider the Virginia Office of Transportation Public-Private Partnerships 'Value for Money White Paper.'

Working Group Meeting IV shall confirm VFM inputs and assumptions during which the Contractor shall facilitate discussions, providing the Program Sponsor and Fairfax County with an opportunity to update any assumptions and inputs into the analysis of the two (2) alternatives. This workshop shall also serve as an opportunity for the Contractor to present the proposed approach to a Market Sounding and seek Program Sponsor input.

Subtask	Meeting	Purpose
15.1.6	Working Group Meeting IV	o Confirm inputs required to complete the Value for Money analysis, including such items as risk transfer values, public financing inputs, using the County's FA related to Crystal City, and private financing inputs. o Present approach to Market Sounding and seek input.

Subtask 15.1.7 Market Sounding
Parallel to the VFM analysis, the Contractor shall conduct a market sounding to obtain industry feedback to assess and develop marketplace interest in the projects under one (1) or more project delivery approaches, obtain feedback on potential provisions, procurement strategies and evaluation measures as well as to generate interest in the projects. The specific approach and materials shall be approved by the Program Sponsor in advance. These discussions are anticipated to all be held by conference call. The Program Sponsor and Fairfax County will be represented on the calls.

Working Group Meeting V shall occur after the Marketing Sounding is completed, during which the Contractor shall present a summary of findings from the effort.

Subtask	Meeting	Purpose
15.1.7	Market Soundings	o Obtaining industry feedback to assess and develop marketplace interest in the projects under one or more project delivery approaches

15.1.7	Working Group Meeting V	o Review Market Sounding findings o Discuss Working Group's feedback

Subtask 15.1.8 Draft Report of Findings and Recommendations
Consolidating information and decisions from subtasks 15.1.1 through 15.1.7, the Contractor shall prepare a draft report presenting the evaluation findings and recommendations on the delivery strategy for each project. The draft report shall address all elements of the projects, including final engineering, right-of-way acquisition, construction, vehicle acquisition, and operations and maintenance. Supporting information in the report shall include a description of the evaluation process and evaluation criteria as well as the rationale for the recommendations. The recommendations shall include specific strategies for addressing critical risk issues with the recommended delivery method, including right-of-way acquisition. The draft report shall include an executive summary that describes the alternatives and presents the findings of the evaluation and recommendations in a clear and easily understood format. The draft report shall be presented at the Working Group Meeting VI and shall be revised to incorporate Working Group feedback before advancing the findings and recommendations to the Policy Committee IV. The following table presents more details on these meetings.

Subtask	Meeting	Purpose	Data/Info Inputs	Decisions/Deliverables
15.1.8	Working Group Meeting VI	o Review draft report findings and recommendations o Discuss Working Group's feedback o Confirm approach with Policy Committee and County Boards	Comments on draft report	Confirmation of Preferred Project Delivery Method; Approval of draft report findings and recommendations, including input from Working Group.
			Draft report findings and recommendations, including summary from Market Sounding; Presentation materials and talking points	Confirmation of next steps, including strategy for presenting to the Policy Committee and County Boards
15.1.8	Policy Committee Meeting IV	o Present draft report findings and recommendations o Identify next steps	Policy Committee Member coordination; approval of presentation materials and talking points	Confirmation of Preferred Project Delivery Method
			Presentation materials and talking points	Confirmation of next steps, including strategy for presenting to the Board

Subtask 15.1.9 Presentation of Findings and Recommendations
The Contractor shall assist with the Program Sponsor and Fairfax County with presentations of the findings and recommendations to up to the County Boards; the assistance shall include preparation of power point

presentations as well as talking points. The Program Sponsor will be responsible for coordinating with the County Board Members.

The outcome of these meetings shall be a determination as to the Preferred Project Delivery Method for the projects and confirmation of next steps.

One final Working Group Meeting VII shall be held after the County Board's to review the Revised Report Findings and Recommendations. This meeting shall also serve as the kick-off meeting of the development of the Procurement and Contracting Plan.

The Program Sponsor and Fairfax County will be responsible for the following:

- Undertaking the evaluation of legal constraints associated with alternative project delivery strategies;
- Provide guidance regarding the preferred operational and maintenance approach and related constraints;
- Providing inputs required to establish the Public Sector Comparator and other assumptions in developing the financial model and VFM analysis;
- Approving questions and agency participants for the survey on alternative project delivery methods;
- Determining potential alternatives at each step to narrow the scenarios evaluated at the next step, identifying the three alternatives at the quantitative analysis step and the two alternatives for the VFM analysis;
- Participating in the Market Sounding; and
- Submitting reports to the Arlington County Board and Fairfax County Board of Supervisors with recommendations on the contract delivery method for each project.

15.2 Contracting and Procurement Plan

The Contractor shall develop the contracting and procurement plan for each Streetcar project that details the specific services and goods required, the type of contracts to be awarded and the procurement approach for each of the contracts. The plan shall identify the special considerations that need to be addressed in each procurement, including the requirements that are associated with each project's funding sources, as defined in the Financial Plan (Task 4.1). The plan shall be specific to the project delivery method that is approved for each Streetcar project by the Program Sponsor and Fairfax County as part of Project Delivery Strategy (Task 15.1).

In support of the development of the plan, the Contractor shall:

- Closely coordinate with the Program Sponsor and Fairfax County to obtain input, strategize on key issues and discuss findings and recommendations;
- If a P3 project delivery method is selected for one or both streetcar projects, the plan shall address how the specialized procurement coordination and transaction management services would be administered;
- Develop a schedule that details the timing for all of the procurement efforts associated with each contract as well as the interrelationships between contracts; and
- Prepare the draft contracting and procurement plan; the draft plan will be finalized in year 2 of the Contractor contract following industry outreach.

Subtask 15.2.1 Draft Procurement and Contracting Plan

The Contractor shall prepare a draft Procurement and Contracting Plan for the Columbia Pike, Crystal City Streetcar projects and the vehicle procurement. The effort shall involve coordination with Program Sponsor Purchasing, and County Attorney, Finance and DES staff to obtain information on requirements, processes, and funding. In addition, the Contractor shall coordinate with the technical team to discuss project issues, including risks and develop strategies to address risks and uncertainties.

The Plan shall address the following Items:

- <u>Definition of Services to be Procured</u> - The services to be procured, the steps that will be undertaken to obtain the services, the procurement method, financial justification for the procurement and the timeframe for the procurement activities;

- Statement of Need - A brief statement of the need for the Columbia Pike and Crystal City Streetcar lines, the ancillary facilities, and the vehicles;
- Compliance with the Applicable Requirements - Efforts to be undertaken to ensure compliance with State, Federal and County requirements;
- New Starts Requirements – Applicable FTA New Starts requirements and the measures that will be taken to achieve compliance;
- Cost - Cost goals and supporting rationale;
- Period of Performance - Optimum period of performance for each contract;
- Procurement Constraints – Discussion of the uncertainties of the procurements, the consequences of failure, and the action needed to address the uncertainties. This will include:
    a) Unclear scope or requirements;
    b) Unrealistic schedule;
    c) Unrealistic budget and/or cost expectations of vendors;
    d) Conflicts of Contracts;
    e) Lack of Adequate Resources (Program Sponsor, PMC, Third-Party Contractors); and
    f) Excessive period of time to complete the proposal evaluations, and reach consensus on the recommendation for awards.
- Procurement Risks - The risks identified in the Risk Management workshops (Task 5.1) shall be incorporated into the plan, along with any other risks that may be identified during the development of the Plan. This shall include right-of-way acquisition; utilities agreements; engineering delays; long delivery items, schedule slippage and funding availability. The Plan shall include measures for addressing the risks; and
- Other Concerns – The Plan shall include measures for addressing other issues, including performance and compliance issues.

The Draft Procurement and Contracting Plan shall be submitted to the Program Sponsor and Fairfax County for review. The Contractor shall incorporate the input into the draft Procurement and Contracting Plan. The draft plan shall be an interim document prepared in Year 1 and shall be finalized in Year 2 after industry outreach is conducted.

15.3 Unsolicited Proposals – OPTIONAL

If requested by the Program Sponsor, the Contractor shall assist the Program Sponsor and Fairfax County in evaluating any unsolicited proposals that may be submitted under the Public-Private Transportation Act of 1995, Va. Code Ann. §§ 56-556, et seq. (the "PPTA") as amended, and the guidelines adopted by the Arlington County Board.

The assistance shall include:

- Review of the feasibility and merits of the proposal and provision of review comments to the Program Sponsor; and
- Undertaking a technical analysis of proposal elements.

In addition, the Contractor shall assist the Project Sponsor in undertaking activities related to the following:

- Accept or Reject Unsolicited Proposal (Page 9 of the Arlington County PPTA Guidelines)
    - Determine if Proposal Meets PPTA Requirements;
    - Review for Compliance of Required Format;
    - Review Need for the Transportation Facility;
    - Review for Meeting the Needs of the Transportation Plan; and
    - Prepare Summary Level Report/Recommendation to Accept or Reject.
- Provision of Public Notice (Page 9 of the PPTA Guidelines)
    - Assist in Preparing Public Notice
- Initial Review at the Conceptual Stage (Pages 14 through 21 of the PPTA Guidelines)
    - Introduction of Entity/Firm;
    - Project Characteristics;
    - Project Benefit and Compatibility;
    - Qualifications and Experience;
    - Project Financing;
    - References;

- Conflict of interest Statement; and
- Prepare Summary Level Report/Recommendation to Accept or Reject.

Deliverables

- 15.1A – Survey, meetings and calls with representatives of other agencies;
- 15.1B – Qualitative Analysis Findings – draft and final;
- 15.1C – Financial model –draft and final;
- 15.1E – Quantitative Analysis findings-draft and final;
- 15.1F – Value for Money Analysis –draft and final;
- 15.1G – Market Sounding technical memorandum;
- 15.1H – Technical Report with recommended Project Delivery Strategy and supporting rationale – draft and final;
- 15.1I – APD Workshops with Policy Committee -attendance, presentations, talking points – four workshops;
- 15.1J – APD Meetings and Workshops with Working Group - attendance, presentations, talking points;
- 15.1K – APD Meeting with Arlington County Board and Fairfax County Board of Supervisors - attendance, presentations, talking points;
- 15.2A – Draft Procurement and Contracting Plan; and
- 15.3A – Evaluation of Unsolicited Proposals (OPTIONAL)

First Amendment Exhibit B

Arlington – Fairfax Streetcar Program
Proposed Cost Allcoation for Program Management Contract - Year 1
September 3, 2014

Base Work	Crystal City - Arlington	Columbia Pike - Arlington	Columbia Pike - Fairfax	TOTAL
Base Work Total	$ 2,492,718	$ 3,666,180	$ 893,745	$ 7,052,643

Optional Work	Crystal City - Arlington	Columbia Pike - Arlington	Columbia Pike - Fairfax	TOTAL
Optional Work Total	$ 274,426	$ 533,108	$ 129,962	$ 937,496

Program Total	$ 2,767,145	$ 4,199,288	$ 1,023,707	$ 7,990,139
	$ 6,966,432		**$ 1,023,707**	**$ 7,990,139**

PROFESSIONAL ENGINEERING DESIGN SERVICES
AGREEMENT NO. 652-13
EXHIBIT B

SCOPE OF WORK – PHASE I

Work Program Tasks and Subtasks

Task 1.0 Project Management and Administration
- 1.1. Project Implementation Plan
- 1.2. Safety Plan
- 1.3. Preliminary Engineering Schedule
  - 1.3.1. Schedule Development
  - 1.3.2. Schedule Reporting and Updates
    - 1.3.2.1. Schedule Updates
    - 1.3.2.2. Schedule Narrative Report and Narrative Updates
- 1.4. Monthly Reporting and Invoices
- 1.5. Quality Assurance /Quality Control Manual
- 1.6. Project Management Meetings

Task 2.0 Document Management
- 2.1. E-Builder
- 2.2. CADD Management

Task 3.0 Agency Coordination Meetings
- 3.1. Policy Committee (PC)
- 3.2. Executive Steering Committee (ESC)
- 3.3. Technical Advisory Committee (TAC)
- 3.4. Citizen/ Stakeholder Coordination Committees
- 3.5. VDOT Local Project Team Coordination

Task 4.0 Public Outreach
- 4.1. Public Outreach Meetings
- 4.2. Project Briefings
- 4.3. Website Updates

Task 5.0 Environmental Compliance
- 5.1. Operations and Maintenance Facility – Navy Annex Location
  - 5.1.1. Stormwater management
  - 5.1.2. Traffic/transportation effects
  - 5.1.3. Noise
  - 5.1.4. Vibration
  - 5.1.5. Visual effects
- 5.2. Not Used
- 5.3. Four Mile Run Bridge
  - 5.3.1. Hydraulic Analysis
  - 5.3.2. Temporary Construction Effects
- 5.4. WMATA Adjacent Construction
  - 5.4.1. Columbia Pike Streetcar
  - 5.4.2. Crystal City Streetcar
- 5.5. Noise and Vibration Analysis for the Projects- OPTIONAL

5.5.1. Ambient Noise Measurement
5.5.2. TPSS Noise Analysis
5.5.3. Vibration Propagation
5.6. Environmental Site Assessments
5.6.1. Phase I EA Plan
5.6.2. TSP and Phase I ESA Analysis

Task 6.0 Preliminary Engineering

6.1. Data Collection
6.1.1. Existing Data
6.1.2. Control Survey
6.1.3. Boundary Compilation
6.1.4. Aerial Photography, Mapping, and Topography
6.1.4.1. Aerial
6.1.4.2. Topographic Drawing
6.1.4.3. Base Maps
6.1.4.4. Additional Surveys - OPTIONAL
6.1.5. Utilities
6.1.5.1. Utility Designation Survey
6.1.5.2. Utility Drawings
6.1.5.3. Utility Data and Matrix File
6.1.5.4. Test Pit Program Plan- OPTIONAL
6.1.6. Existing Structural Assessment
6.1.6.1. Existing Structural Assessment for Lenox Apartments parking garage- OPTIONAL
6.1.6.2. Existing Structures Visual Assessment
6.1.6.3. Field Verification
6.1.6.4. Field Observation Analysis Report
6.1.6.5. Additional Existing Structures Assessment - OPTIONAL
6.1.7. Existing Roadways
6.1.7.1. Existing Roadways Plan collection
6.1.7.2. Signal Infrastructure Inventory
6.1.8. Geotechnical
6.1.8.1. Geotechnical Engineering
6.1.8.2. Phase II Environmental Site Assessment
6.1.8.3. Additional Phase II ESA(s) - Optional
6.1.8.4. Geotechnical Data and Engineering Reports
6.1.8.5. Resistivity Surveys at Major Structural Elements
6.1.9. Corrosion Control
6.1.9.1. Baseline Stray Current Survey
6.1.10. Traffic Data
6.1.10.1. Arlington County Traffic Data
6.1.10.2. Fairfax County Traffic Data

6.2. NOT USED

6.3. Traffic Analysis
6.3.1. Traffic Volume Forecasts
6.3.1.1. Arlington County Traffic Volume Forecasts
6.3.1.2. Fairfax Future AM/PM Volume Forecasts and Modeling Methodology
6.3.1.3. Fairfax Future Midday/Weekend Volume Forecasts and Modeling Methodology- OPTIONAL
6.3.2. Traffic Operations
6.3.2.1. Existing Year VISSIM models (AM/PM)

6.3.2.2. Future VISSIM models (2020/2040, AM/PM)
6.3.2.3. Synchro models
6.3.2.4. VISSIM and Synchro model
6.3.2.5. Traffic Report Preparation & Presentation
6.3.2.6. VISSIM Visualizations - OPTIONAL
6.3.2.7. Navy Yard O&M Facility VISSIM - OPTIONAL
6.3.2.8. Pentagon City O&M Facility VISSIM- OPTIONAL
6.3.2.9. Crystal City Storage Facility VISSIM - OPTIONAL
6.3.2.10. Midday/ weekend Synchro/VISSIM- OPTIONAL

6.4. Design Waivers and Exceptions
6.4.1. Analysis and Identification
6.4.2. Approval and Tracking

6.5. Updated Conceptual Alignment Plans
6.5.1. Updated Conceptual Alignment Drawings and CADD Files
6.5.2. Strip Map Drawing Updates

6.6. Civil/Roadway
6.6.1. Existing Design Review
6.6.2. Pedestrian and Bicycle Accommodation Review
6.6.3. Sustainable Design and Stormwater Management
6.6.3.1. Stormwater Management Plans
6.6.3.2. Conceptual/Feasibility Stormwater Management Report
6.6.4. Preliminary design plans
6.6.4.1. Bike/Pedestrian Best Practices and Designs
6.6.4.2. Preliminary Designs
6.6.4.3. Utility Relocation Plans
6.6.4.4. Preliminary Construction Phasing/Sequence Plan

6.7. Track Way Design Plans
6.7.1. Track Drawings
6.7.2. Special Trackwork
6.7.3. Track Type Evaluation

6.8. Systems Design Development
6.8.1. Traction power system
6.8.1.1. Load Flow Analysis and TPSS Location Identification
6.8.1.2. Power Feed Requirements and Considerations
6.8.1.3. Preliminary Site Layout and Design
6.8.2. Overhead contact system (OCS)
6.8.2.1. OCS Plans
6.8.2.2. Evaluation of Alternative Wire Configuration and Pole Design
6.8.3. Traffic signal system
6.8.3.1. Transit Preferential Treatment Opportunity Analysis
6.8.3.2. Concept of Operations
6.8.3.3. Traffic Signal Design
6.8.3.4. Navy Annex O&M Facility Signal Design
6.8.3.5. Pentagon City O&M Facility Signal Design
6.8.3.6. Crystal City Storage Facility Signal Design
6.8.4. Train control
6.8.5. Other Systems Components
6.8.5.1. Automatic Vehicle Location Systems
6.8.5.2. Wayside Passenger Information System
6.8.5.3. Off-Vehicle Ticket Vending

6.8.5.4. Preliminary Stray Current Control and Corrosion Protection
6.8.5.5. Electromagnetic Interference

6.9. Station Design Development
6.9.1. Columbia Pike Streetcar
6.9.1.1. Columbia Pike Streetcar Station Design
6.9.1.2. General Design Concept
6.9.1.3. Concept Design Refinement
6.9.1.4. Station Safety Plan
6.9.1.5. Skyline Station Alternative Design
6.9.2. Crystal City Streetcar
6.9.2.1. CCPY Transitway Project - Constructed Station Analysis and Design
6.9.2.2. Crystal City Streetcar Project - New Station Design
6.9.2.3. Concept Design Refinement
6.9.2.4. Station Safety Plan

6.10. Facilities Design Development
6.10.1. O&M and Vehicle Storage Facilities
6.10.1.1. Pentagon City Programming and Schematic Design
6.10.1.2. Pentagon City Design Development
6.10.1.3. Navy Annex Programming and Schematic Design
6.10.1.4. Navy Annex Design Development
6.10.2. Crystal City - Vehicle Storage Facility
6.10.2.1. Crystal City Programming and Schematic Design
6.10.2.2. Crystal City Design Development
6.10.3. Temporary Construction Staging/Lay down Parcel
6.10.4. Jefferson Street Transit/ Transfer Center Site
6.10.4.1. Confirmation of Design Concept
Programming and Design Development
6.10.5. Major retaining walls related to Navy Annex O&M Facility - OPTIONAL

6.11. Structural
6.11.1. Evaluation of Impacts
6.11.1.1. Lenox Apartments Parking Garage. Evaluation of Lenox Apartment Garage adjacent to the Pentagon City O&M Facility - OPTIONAL
6.11.2. Preliminary Design of Four Mile Run Bridge
6.11.3. Preliminary Design of New Retaining Walls
6.11.4. Preliminary Design of Modifications to Other Existing Structures- OPTIONAL
6.11.4.1. 12th Street under U.S. Route 1 Jefferson Davis Highway- OPTIONAL
6.11.4.2. Crystal Drive under Airport Viaduct- OPTIONAL
6.11.4.3. Joyce Street under Washington Boulevard and I-395- OPTIONAL
6.11.4.4. Underground Parking Structures - OPTIONAL
6.11.4.5. WMATA Metrorail Tunnel and Station - OPTIONAL

6.12. Property Identification Plans
6.12.1. Preparation of Plans
6.12.1.1. Deed Information
6.12.1.2. Acquisition Limits
6.12.1.3. ROW Requirements
6.12.2. Impact Matrix
6.12.3. Final Plats
6.12.3.1. Final Plats
6.12.3.2. Title Reports

6.13. NOT USED

6.14. Vehicle Design Specifications
6.14.1. Development of Vehicle Technical Specifications
6.14.2. Cost Estimates
6.14.3. Technical Specification Industry Review- OPTIONAL
6.14.4. Support for County-Led Vehicle Procurement- Standard Project Delivery- OPTIONAL

6.15. Basis of Design Report

6.16. Constructability Review and Value Engineering
6.16.1. Constructability Review
6.16.2. Value Engineering

6.17. Safety and Security Compliance

6.18. Construction Cost Estimates
6.18.1. Cost Estimate and Methodology Report
6.18.1.1. Cost Estimate Methodology Report
6.18.1.2. Construction Cost Estimates

6.19. Outline Specifications

6.20. Construction Permit Evaluation

6.21. Public Art Integration- OPTIONAL

6.22. Design Collateral Materials - OPTIONAL

Task 7.0 Support for Design-Build (DB), Design-Build-Operate-Maintain (DBOM) or Public-Private Partnership (P3) Solicitation - OPTIONAL

7.1. Performance-Based Technical Provisions
7.1.1. Infrastructure and Facilities
7.1.1.1. Performance Based Technical Provisions - Infrastructure
7.1.1.2. Performance Based Technical Provisions - Facilities
7.1.1.3. Technical Provision Update
7.1.2. Vehicles

7.2. Reference Design Package
7.2.1. Infrastructure and Facilities
7.2.1.1. Reference Design Package Development
7.2.1.2. Reference Design Package Refinement

ATTACHMENTS

1 Phase 1 Schedule
2 Survey Effort for Streetcar Preliminary Engineering

Background

Arlington County, herein named the Program Sponsor, in cooperation with Fairfax County, is implementing a streetcar program to enhance transit service provided to residents and businesses in both Counties. Two (2) projects are included in the streetcar program:

- Columbia Pike Streetcar Project, which extends from the Skyline area in Fairfax County along Columbia Pike to just east of the Pentagon Metrorail station in Pentagon City; and
- Crystal City Streetcar Project, which extends from the vicinity of Potomac Avenue and South Glebe Road in Potomac Yard to Pentagon City in Arlington County.

The two (2) streetcars connect in Pentagon City, providing Arlington County and Fairfax County residents with enhanced access to Pentagon City, Crystal City, and Baileys Crossroads and to the regional transit network. Key facilities associated with the streetcar program include an Operations and Maintenance facility and vehicle storage yard as well as a supplemental vehicle storage facility in Crystal City.

The Contractor shall provide specialized expertise and prepare designs and specifications to advance the implementation of the Columbia Pike Streetcar and Crystal City Streetcar projects. The contract is a multiphase professional services contract. Phase I – Preliminary Engineering will consist of development of preliminary design plans for the two streetcar projects and the streetcar operations and maintenance (O & M) facility and vehicle storage yard(s) as well as preparation of technical specifications for the streetcar vehicles. Several optional subtasks are included in Phase I to address the uncertainty with conditions that would be encountered on the corridors; all optional efforts require separate authorization by the Program Sponsor. One of the optional tasks is preparation of bridging documents for a Design Build (DB), Design-Build-Operate-Maintain (DBOM) or Public-Private Partnership (P3) procurement.

The subsequent phases of the contract, if awarded, may include final design services or assistance with transitioning the engineering work to an alternative project delivery contractor, such as DB, or DBOM, or P3 contractor.

The Program Sponsor has established an integrated project team that includes personnel from Arlington County, Fairfax County, and a Program Management Consultant (PMC) to implement and oversee the streetcar projects, including the work of the Contractor. The specific arrangements for preparation and submission of deliverables, conducting design reviews, and oversight of the engineering and design work will be finalized in the first month of the contract.

Scope of Services

The following scope of services outlines the Work (i.e. tasks) to be performed by the Contractor in Phase I of the engineering contract as well as the deliverables that are associated with each task. The attached Work schedule (Attachment 1 – Phase 1 Schedule) demonstrates the order and timing in which the Work shall be performed.

The Contractor shall not perform any Work on an optional task or sub-task unless written confirmation is received from the Program Sponsor. The specific scope, deliverables and associated fees shall be negotiated with the Contractor if the optional Work is authorized.

Task 1.0 Project Management and Administration

The Contractor shall appoint a Project Manager who shall be the primary point of contact with the Program Sponsor and the Program Management Consultant (PMC) Project Manager. The Contractor's Project Manager shall be responsible for engineering project deliverables, and shall further be responsible for coordinating quality reviews of those materials prior to delivery to the Program Sponsor.

The Contractor's Project Manager shall be responsible for ensuring that deliverables required as part of the project contract are delivered to the Program Sponsor. The procedure for acceptance or rejection of task deliverables shall be established as part of the Document Management Plan that will be developed by the Program Sponsor.

1.1. Project Implementation Plan

The Contractor shall develop a Project Implementation Plan (PIP) for the preliminary engineering phase of Streetcar Program in consultation with the Program Sponsor and Fairfax County. The PIP shall serve as a guide for the Contractor and project team to use to implement the preliminary engineering phase for the Columbia Pike (CP) and Crystal City (CC) streetcar projects, the streetcar Operations & Maintenance (O&M) facilities, vehicle storage yards and vehicle technical specifications. The PIP shall define the preliminary engineering project goals, the Contractor's project team organizational structure, delineate responsibilities and reporting relationships, as well as outline procedures for undertaking the Work. In addition, the PIP shall incorporate the overall work plan/schedule for the preliminary engineering effort of the CP and CC streetcar projects, the streetcar O&M facilities, vehicle storage yards and vehicle technical specifications.

The PIP shall include, but not be limited to the following sections: Executive Summary, Introduction, Revision History, Contract/Statement of Work, Project Safety Plan, Change Order Management Plan, Subcontracts and Suppliers, Project Execution Plan, General Administration, Sustainability Plan, Organization Charts, Staffing Plan, Roles and Levels of Authority for the Contractor, Points of Contact, Work Breakdown Structure (WBS), WBS Dictionary, Job Charge Numbers, Negotiated Budget and Assumptions, Preliminary Engineering Project Schedule, Document Control Plan, Training and Orientation Plan, Project Completion and Demobilization Plan, and Standard Operating Procedures. The Document Control Plan shall include a listing of deliverables and shall indicate the number of hard copies or means of electronic submission.

The PIP shall be updated at least once during the preliminary engineering phase of the Streetcar Program to incorporate new procedures, schedules and/or responsibilities. The Program Sponsor must approve the PIP as well as subsequent updates.

1.2. Safety Plan

As part of the PIP, the Contractor shall develop a detailed Project Safety Plan (PSP) and shall coordinate with the Program Sponsor to ensure compliance with the Streetcar Program Safety Plan developed by the Program Sponsor. The PSP shall be based on experience from similar streetcar and street running light rail transit projects. The PSP shall address the health and safety of the Contractor's project teams working on the streetcar program and shall be based on the following main principles:

a) Occupational injuries and illness are preventable;
b) Appropriate programs need to be implemented to protect the health and safety of staff; and

c) Continuing scrutiny of hazards, training and experience is essential to success.

The Project Safety Plan shall be updated should conditions or situations change during the preliminary engineering phase of the Streetcar Program. The Program Sponsor must approve the Project Safety Plan as well as subsequent updates. The Contractor's sub-contracted firms shall sign-off on the Project Safety Plan and adhere to it throughout the life of the project.

1.3. Preliminary Engineering Schedule

1.3.1. Schedule Development

The Contractor shall develop and maintain a Contract Schedule which is a comprehensive baseline schedule that identifies timeframes for each activity, task milestone, and deliverable. The Contract Schedule includes the Baseline Schedule, Monthly Update Schedules, and Recovery Schedule(s).

The Baseline Schedule is the initial Critical Path Method (CPM) schedule representing the Contractor's original work plan, as accepted by the Project Sponsor.

The Monthly Update Schedules are the modifications of the most current Contractor CPM schedule through a regular and periodic (at least monthly) review to incorporate actual progress to date by activity. Monthly Update Schedules shall indicate changes to the activity's percent complete, actual start and actual finish dates.

A Recovery Schedule, when applicable, is the Contractor's proposed plan for the recapture of lost schedule progress to achieve the applicable completion dates. The Recovery Schedule shall be based on the latest Monthly Update Schedule.

The Contractor shall prepare a preliminary Baseline Schedule for each streetcar project, as well as the O & M facility/vehicle storage yard and vehicle technical specification development and finalize the baseline schedules to include the revisions approved by the Program Sponsor. The Program Sponsor will also review and approve all adjustments to the Contractor's designation of critical path activities.

The Program Sponsor will provide the Contractor with a Work Breakdown Structure (WBS) for major activities. If no WBS is provided by the Program Sponsor, the Contractor shall utilize a WBS that reflects the Federal Transit Administration (FTA) Standard Cost Categories (SCC).

The Contractor shall use the Oracle Primavera P6 Professional Project Management software for the Program scheduling. The Program Sponsor must approve or accept the preliminary engineering baseline schedule as well as subsequent updates.

1.3.2. Schedule Reporting and Updates

1.3.2.1. Schedule Updates

The Contractor shall track the Work activities progress for the scope elements and report its progress against the baseline schedule to the Program Sponsor and the PMC. Reporting shall occur monthly and shall include information through the last Friday of the reporting month regarding progress, critical and near critical activities, and outstanding issues affecting the schedules. Progress updates shall have a data date of the last Friday on the month. The Contractor shall provide an ".XER" file of the schedules with the baseline and schedule updates

The Program Sponsor will compare the Contractor's Baseline and Update schedules with the master schedule developed by the Program Sponsor and will provide concurrence with or request adjustments to the Contractor's designation of critical path activities, as appropriate. The Contractor shall make every feasible effort to advise the Program Sponsor of delays that affect critical path activities within five (5) business days of knowledge of the delay. The Contractor shall develop and recommend corrective action plans and recovery schedules for Program Sponsor review and approval.

1.3.2.2. Schedule Narrative Report and Narrative Updates

The Contractor shall provide a Baseline Schedule narrative report which shall describe, in a narrative fashion, the logic of the schedule. It shall identify the critical path and other areas of schedule delay risk. The narrative shall include a listing of identified decision/approval points in the schedule.

The Contractor shall provide with the Monthly Schedule Update an Update Schedule narrative report that describes the progress of Work performed by Contractor during the report period. The Update Schedule Narrative Report shall indicate, as appropriate, the Contractor's plans for continuing the Work during the forthcoming report period, planned actions to correct negative float, delays, issues and their estimated impact on the contract completion date for the projects. The Contractor shall include, for consideration by the Program Sponsor, alternatives for schedule recovery to mitigate potential excusable delays which are not directly attributed to the Contractor.

The Update Schedule Narrative Report(s) shall follow the outline set forth below:

1) Contractor's Transmittal Letter;
2) Work completed during the report period;
3) Description of the current critical path of the schedule;
4) List of delayed activities;
5) Status of the Contract Interim Milestones and Contract Completion Dates;
6) On schedule;
7) Ahead of schedule and number of days;
8) Behind schedule and number of days; and
9) List of changes to the schedule activities or logic.

For inexcusable delays, which may be directly attributed to the Contractor, the Contractor shall provide a Recovery Schedule and a Recovery Schedule narrative report when applicable. The Recovery Schedule narrative report shall summarize the Contractor's proposed plan for the recapture of lost schedule progress to achieve the applicable Completion Dates.

On a monthly basis and on a date to be determined by the Program Sponsor, the Contractor shall meet with Program Sponsor to review the Monthly Update Schedule and the Schedule Narrative Report.

1.4. Monthly Reporting and Invoices

The Contractor shall prepare and submit monthly reporting and invoices to the Program Sponsor in a format prescribed by the Program Sponsor. The monthly progress reports shall include the following information: accomplishments, deliverables, important meetings, and current issues relating to the streetcar preliminary engineering projects including interfaces, budgets and schedules, and other project management issues. The Program Sponsor will approve the format of this report.

The Contractor shall track the preliminary engineering progress against the agreed upon budget for the preliminary engineering effort and include the tracking in the monthly progress report to the Program Sponsor. The baseline preliminary engineering budget shall identify labor costs and direct expenses by task and subtask as directed, with costs presented for each project, O&M facility and vehicle storage yard, and vehicle technical specifications.

1.5. Quality Assurance /Quality Control Manual

The Contractor shall develop a Quality Assurance and Quality Control (QA/QC) Manual specific to the Contractor team that shall provide guidelines and procedures for QA of calculations, deliverables and other materials submitted to the Program Sponsor; and shall define functions, procedures and responsibilities related to the preliminary engineering (PE) design effort associated with the two streetcar projects. The Contractor shall coordinate with the Program Sponsor, Fairfax County, and the PMC as needed in development of the Contractor QA/QC Manual and shall update the manual as needed to accommodate project changes. Throughout the life of the project the Contractor shall employ quality assurance measures and documentation per the approved guidelines.

The Contractor shall prepare a draft QA/QC Manual for the Program Sponsor's review (1 round) and shall incorporate or respond to revisions and additions for the final document. The Program Sponsor must approve the QA/AC manual as well as subsequent updates prior to finalization and distribution.

1.6. Project Management Meetings

Unless otherwise directed by the Program Sponsor, the Contractor shall prepare for and participate in project review meetings which shall include weekly meetings (up to 56) which shall occur over the life of the project and which shall be scheduled for four (4) hours per meeting. The meetings may include representatives from the Program Sponsor, Fairfax County, the PMC and the Contractor. During the meetings, the Contractor shall provide updates on the technical Work for each project and discuss upcoming efforts and issues requiring resolution with the Program Sponsor and other Project team members. The regular attendees at the project management meetings shall be known as the Project Management Team (PMT).

Deliverables

1.1A – Project Implementation Plan for Preliminary Engineering – Draft and Final;
1.2A – Project Safety Plan for Preliminary Engineering – Draft and Final;
1.3A – Preliminary engineering baseline schedule;
1.3B – Baseline schedule Updates (monthly);
1.3C – Recovery Schedule;
1.3D – Baseline Schedule Narrative Report;
1.3E – Update Narrative Reports and Meetings (Monthly);
1.4A – Monthly Progress Report;
1.4B – Monthly Payment Requisition/Invoice;
1.5A – QA/QC Manual for Preliminary Engineering – Draft and Final;
1.5B – QA/QC Manual updates as needed; and
1.6A – Weekly Meetings – attendance and supporting meeting materials.

Task 2.0 Document Management

The Contractor shall manage and track documents generated as part of the preliminary engineering services in accordance with the Document Management Plan developed by the Program Sponsor. Documents to be managed by the Contractor shall include, but not be limited to: reports, schedules, budgets, diagrams, drawings, plans, calculations, specifications,

and written text associated with the engineering, materials from the public and agency engagement process, requests for information, change requests, and written project correspondence.

At the conclusion of the Contract, or at any time as directed by the Program Sponsor, in accordance with the Main Agreement Terms and Conditions, the Contractor shall provide to the Program Sponsor documents and Work products created under this Contract in electronic format.

2.1. E-Builder

As part of the Streetcar Program the Program Sponsor will establish a project and document controls system using the e-Builder Enterprise system for overall project control functions, including document management. The e-Builder system will store scope, schedule, budget, and final Work products. The Contractor shall store "work-in-progress" products within its own document management system. The Program Sponsor will provide e-Builder access, licenses, and training to the Contractor for the duration of the preliminary engineering design phase of the streetcar program. The Contractor key staff shall attend training provided by the Program Sponsor and, based on this training, train its own staff on the use of the e-Builder system.

As directed by the Program Sponsor, the Contractor shall participate in one (1) one-day "end user training" class (up to 3 people) and one (1) three-day "train the trainer" class (1 person) on the e-Builder system. The Program Sponsor will be responsible for scheduling the training sessions and providing the Contractor with written training materials.

2.2. CADD Management

The Contractor shall develop a CADD Management System (CMS) in coordination with Program Sponsor as well as the Document Management Plan developed by the Program Sponsor. The CMS shall specify procedures to ensure that Streetcar Program team members have access to current and accurate engineering drawings (in PDF and CADD formats) and documents and shall address streetcar elements that are not designated within the current Arlington County CADD Standards and Guidelines Manual. The Contractor shall implement the system and procedures and shall monitor compliance with procedures.

The Program Sponsor will provide the Contractor with a copy of the current Arlington County CADD Standards and Guidelines Manual. The Contractor shall review this manual as well as the VDOT CADD Manual (2012 or latest available). The Contractor shall propose and submit for the Program Sponsors' review and approval a Project CADD Manual that incorporates the intent of the Arlington County and VDOT manuals and draws upon the Contractor's typical practice to streamline the development of the Contractor's technical drawings. The Contractor's Project CADD Manual shall address VDOT, Arlington County, and Fairfax County requirements for right-of-way exhibits. CADD base files shall be submitted to the Program Sponsor on CD-ROM or other approved external storage device at each interim design milestone submittal; for the final submittal CADD files shall be provided to the Program Sponsor as directed. Unless otherwise specified, all Contractor material and file deliverables shall be in electronic format. The Contractor shall provide interim and final submittal of CADD base files to the Program Sponsor as requested in AutoCAD format and compatible with AutoCAD version 2012.

Deliverables

2.0A – Project documents as required;
2.1A – Participation in e-Builder training; and
2.2A – CADD Management System; and
2.2B – CADD Manual – Draft and Final.

Task 3.0 Agency Coordination Meetings

As directed by the Program Sponsor, the Contractor shall participate in project presentations and briefings on a periodic basis as part of coordination meetings with the following groups and agencies. Unless otherwise specified, all materials and files provided by the Contractor shall be in electronic format.

3.1. Policy Committee (PC)

Quarterly Policy Committee meetings (up to 6 meetings) will occur to review materials and obtain policy direction at key points during the planning and development process. The Columbia Pike Streetcar PC includes representatives from the Arlington County and Fairfax County and their Boards, Virginia Department of Transportation (VDOT), Department of Rail and Public Transportation (DRPT), the Commonwealth Transportation Board (CTB), Virginia State Senate and Virginia House of Delegates. The role of the PC is to approve changes to the project scope and schedule, as well as review draft documents prior to presentation to the County Boards or the public.

3.2. Executive Steering Committee (ESC)

Quarterly Executive Steering Committee meetings (up to 6 meetings) will occur to provide direction to the PMT on major project issues; members include senior transportation staff with both Counties.

3.3. Technical Advisory Committee (TAC)

TAC meetings will occur quarterly (up to 6 meetings) to provide direction to the PMT on project technical issues; members include VDOT, DRPT, and potentially Federal Transit Administration (FTA).

3.4. Citizen/ Stakeholder Coordination Committees

There will be quarterly Citizen/Stakeholder Coordination Committee meetings (up to 6 meetings) to provide feedback to the PMT and Project Team and also to inform citizens' advisory groups and community organizations of project progress. These committees are:

- Columbia Pike Implementation Team
- Crystal City Citizens Review Council
- Pentagon City Area Coordination Committee (to be identified)
- Baileys Crossroads Area Coordination Committee (to be identified)

3.5. VDOT Local Project Team Coordination

The Contractor shall provide appropriate representatives to attend up to eighteen (18) monthly meetings and up to nine (9) additional meetings to coordinate design development and approvals with VDOT Northern Virginia District staff. The Program Sponsor will approve reports and materials for presentation as well as Contractor attendance at the meetings.

Deliverables

3.1A – Quarterly Policy Committee meetings – attendance and supporting meeting materials;
3.2A – Quarterly Executive Steering Committee meetings – attendance and supporting meeting materials;
3.3A – Quarterly Technical Advisory Committee meetings – attendance and supporting meeting materials;
3.4A – Quarterly Citizen/Stakeholder Coordination Committees meetings – attendance and supporting meeting materials; and
3.5A – VDOT Local Project Team Coordination – attendance and supporting meeting materials.

Task 4.0 Public Outreach

Both streetcar projects shall be conducted in a collaborative atmosphere, with public participation integrated into the technical evaluation process. Timely updates and clear communications with citizens, businesses, developers, and state, federal, and local elected officials are keys to public participation. Unless otherwise specified, the Contractor shall provide in electronic format all materials and files requested by the Program Sponsor.

4.1. Public Outreach Meetings

The Contractor shall attend, participate in and undertake project presentations and briefings on a periodic basis at public meetings to inform the public and stakeholders about the Streetcar Program preliminary engineering design effort and solicit and provide opportunities for public input.

Each streetcar project will have two (2) rounds of open house public meetings with one (1) round occurring early in the preliminary engineering design phase and the other round later in the process when preliminary engineering plans are more developed. Each round of open house meetings will be held at three (3) locations: the CC Streetcar corridor, the CP Streetcar corridor in Arlington County and the CP Streetcar corridor in Fairfax County. The public outreach and stakeholder meetings will be coordinated by the Program Sponsor and the PMC.

The Contractor shall provide to the Program Sponsor in electronic format maps, graphics, and other Work products (renderings, stills, animations) that have been prepared as part of other tasks for the purposes of creating display boards and other presentation materials for each round of meetings. The Contractor shall participate in the meetings and respond to technical questions on the preliminary engineering Work being conducted for each streetcar project, the O & M facility and vehicle storage yard, and vehicle technical specifications.

4.2. Project Briefings

The Contractor shall participate in additional meetings with project stakeholders and agencies as directed by the Program Sponsor, up to eighteen (18) meetings total. The information presented at these briefings shall be the same as presented at the associated public meetings, as appropriate. The groups shall include the following:

- Arlington County Transit Advisory Committee;
- Arlington County Transportation Commission;
- Arlington County Disability Affairs Commission;
- Arlington County Public Facilities Review Commission;
- Applicable civic associations;
- Fairfax County Board of Supervisors (BOS) Transportation Committee; and
- Fairfax County Transportation Advisory Committee (TAC).

4.3. Website Updates

As part of Public Outreach and Stakeholder Coordination, the Program Sponsor will maintain and manage a website for each Streetcar project. As requested, the Contractor shall provide to the Program Sponsor, for incorporation into the project website, technical updates on the preliminary engineering design effort, including the status of design work, summaries of findings, and reports.

Deliverables

4.1A – CP Streetcar outreach meetings – attendance and electronic versions of supporting meeting materials, presentation materials and graphics – two (2) rounds, two (2) meetings each round;

4.1B – CC Streetcar outreach meetings attendance and electronic versions of supporting meeting materials, presentation materials and graphics – two (2) rounds, one (1) meeting each round;
4.2A – Project Briefings – attendance and electronic versions of supporting meeting materials, presentation materials and graphics;
4.3A – CP Streetcar website electronic submissions; and
4.3B – CC Streetcar website electronic submissions.

Task 5.0 Environmental Compliance

The Contractor shall prepare technical support documentation and provide assistance to the Program Sponsor in order for the Program Sponsor to secure the required environmental clearance, approvals, and permits for both streetcar projects. The specific areas of technical support that the Contractor shall provide are described below.

Presently, a number of alternatives will be carried into the preliminary engineering design phase for the CP streetcar project including; two (2) O & M facility and vehicle storage yard sites, two (2) street alignments for the eastern end of Columbia Pike from the Navy Annex site to Joyce St and two (2) Skyline Station facility locations. The federal funding in the current funding plan necessitates that project Work be in compliance with federal National Environmental Policy Act (NEPA) requirements. The Program Sponsor will be required to develop a Supplemental Environmental Assessment document or a Re-evaluation Report to address revisions to the CP Streetcar project definition since completion of the draft Columbia Pike Transit Initiative AA/EA report (2012) as well as the enactment of new or revised laws and regulations. In the event that a federal environmental document is not required for the CP Streetcar, the Program Sponsor will be required to comply with the Virginia State Environmental Review Process as well as the Local Environmental Review Process.

The CC Streetcar funding program does not include federal funding and it is assumed that the Program Sponsor will be required to comply with the Virginia State Environmental Review Process as well as the Local Environmental Review Process for this project.

The Contractor shall provide similar technical environmental analyses and support for either the federal or state/local process for both streetcar projects

5.1. Operations and Maintenance Facility – Navy Annex Location

The Contractor shall provide engineering and technical support documentation and assistance with updating potential environmental impacts and mitigation measures for the Navy Annex O&M Facility. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule for the environmental effort. This shall include Work to assess the following effects to the facility:

5.1.1. Stormwater management

For NEPA documentation support, the Contractor shall evaluate the potential stormwater management (SWM) impacts to determine the effect of the proposed facility on runoff volume and peak flow rates and on the water quality of stormwater runoff at the project drainage outfalls. The Contractor shall also make an assessment of land disturbance impacts during construction and shall identify the type of erosion and sediment control measures necessary to mitigate the impacts. The Contractor shall identify the required permanent changes to the drainage system measures such as, new access roads with curb and gutter inlets and storm sewers and shall include the amount of land surface impacts of SWM Best Management Practice (BMP) facilities. The Contractor shall prepare a conceptual design for SWM facilities,

such as extended detention or enhanced extended detention, bio-retention basins, rain gardens and others to determine potential right-of-way impacts and shall include these designs in the NEPA impact calculations. The Contractor shall identify areas required for purchasing additional right-of-way or easements. The Contractor shall design the conceptual design stormwater final design measures to comply with the Virginia Runoff Reduction Method criteria and the new Virginia National Pollutant Discharge Elimination System (NPDES) requirements.

5.1.2. Traffic/transportation effects

The Contractor shall complete a traffic impact analysis to assess the transportation effects of streetcar operations and vehicle turning movements at intersections and driveways between the Columbia Pike/Oak Street and Columbia Pike/Joyce Street intersections near the Navy Annex O&M Facility and vehicle storage yard site. The traffic impact analysis shall be completed for the a.m. and p.m. peak hours using Synchro, and output results shall be used to complete the noise, vibration, and air quality analyses.

5.1.3. Noise

The Contractor shall conduct a study of the site conditions once a preliminary master plan and concept design have been approved for the O&M Facility. The Contractor shall model noise originating from sources, such as wheel squeal, horns, bells, maintenance equipment, wash equipment, and standby generators, to predict noise levels at the sensitive receivers, such as residences, hospitals, and other institutional land uses adjacent to the facility. The Contractor shall measure ambient noise near the site at a maximum of four (4) sites, including up to two (2) long-term sites for a duration of 24 hours. The Contractor shall assess noise impacts and shall recommend potential mitigation strategies to maintain permissible noise levels per approved advanced conceptual engineering (ACE) and environmental assessment (EA) documentation. The Contractor shall use the FTA's detailed assessment procedure to determine if the predicted noise levels from the streetcar operations at the O & M facility exceed the impact thresholds of sensitive receivers.

5.1.4. Vibration

The Contractor shall evaluate vibration levels at sensitive receivers, such as residences, hospitals and other institutional land uses, adjacent to the facility. The Contractor shall recommend mitigation measures to maintain permissible vibration levels per approved ACE and EA documentation. The Contractor shall use the FTA's detailed assessment procedure to determine if the predicted vibration levels from the streetcar operations at the O & M facility exceed the impact thresholds of sensitive receivers.

5.1.5. Visual Effects

The Contractor shall evaluate the developed Navy Annex O&M facility concept and determine its potential visual impact to surrounding adjacent properties in all four (4) compass directions. The Contractor shall digitally render the facility within the context of the site and develop (or update existing) multiple, up to six (6), perspective renderings of the facility from various viewpoints, which show height, massing, wall openings and other relevant visual characteristics required to determine impacts to the environment.

5.2. Not Used

5.3. Four Mile Run Bridge

5.3.1. Hydraulic Analysis

The Contractor shall perform hydraulic analysis of the Four Mile Run stream related to modifications to the pier footings of the Four Mile Run Bridge using existing Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS) model information. The Contractor shall coordinate with the Program Sponsor, Virginia Department of Environmental Quality, and the FEMA to determine the appropriate analysis. The Columbia Pike Bridge over Four Mile Run is located within a FEMA FIS flood plain, Zone AE, with designated Base Flood Elevations. Based on the flood profile within the August 19, 2013 FIS, the 100-year and 500-year flood profiles are below the low cord elevation. Even though the bridge may be structurally improved without impacting the bridge opening area, the Contractor shall perform a proposed conditions hydraulic analysis using the FIS peak flow to verify and validate that the project will not adversely impact the flood profiles. The Contractor shall perform a separate hydrologic analysis to verify that the FIS flow values are appropriate for the scour evaluations. The Contractor shall perform a scour analysis using the 2012 HEC-18 procedures to develop a scour profile for the 100-year and 500-year flow events. The Contractor shall submit a hydraulic analysis report to the Program Sponsor for review and approval.

5.3.2. Temporary Construction Effects

The Contractor shall document the temporary effects from construction on the Four Mile Run Trail, Glencarlyn Park, and the Washington and Old Dominion Trail due to necessary improvements to the Four Mile Run Bridge. The Contractor shall conduct a site visit with qualified environmental scientists to evaluate potential environmental impacts and to determine the breadth and scope of potential impacts. The site visit shall focus on potential impacts to Waters of the US (WOUS) and impacts to the park trails and impacts to park visitor usage. The Contractor shall draft an environmental memorandum based on the site visit which shall summarize existing site conditions, narrative on potential impacts to resources and the park, identify potential environmental permits needed to perform the work, provide mitigation and avoidance recommendations and identify permit requirements of activities impacting potential WOUS. The permit requirements shall identify the required applications, review process and timeline for each necessary permit. The Contractor shall coordinate such documentation with Arlington County and the Northern Virginia Regional Park Authority. The Contractor shall develop bicycle and pedestrian detour plans if it is determined temporary closures are necessary during streetcar project construction. The Contractor shall submit written documentation of the temporary construction effects to the Program Sponsor for review and approval.

5.4. Washington Metropolitan Area Transportation Authority (WMATA) Adjacent Construction

The Contractor shall conduct a preliminary adjacent construction analysis to ascertain the effects of streetcar infrastructure and construction upon underground Metrorail facilities. The Contractor shall analyze the effects of the streetcar projects on the existing underground WMATA facilities and report findings based upon the WMATA Adjacent Construction Project Manual. The Contractor shall review the WMATA Zones of Influence (ZOI) requirements for each one of the underground facilities that the streetcar alignment crosses or intersect. The Contractor shall review the utility owner's criteria, streetcar structural loadings, geotechnical data and how it affects WMATA underground facilities and their respective ZOIs. This analysis shall not include detailed finite element analyses or modeling for the preliminary WMATA adjacent construction. The Contractor shall submit a draft preliminary adjacent construction

analysis report to the Program Sponsor for review and approval and shall provide a final report incorporating revisions and additions requested by the Program Sponsor.

5.4.1. CP Streetcar

The Contractor shall analyze the effects on the Pentagon City Metrorail Station and Metrorail running tunnel under South Hayes Street.

5.4.2. CC Streetcar

The Contractor shall analyze the effects on the Crystal City Metrorail Station and Metrorail running tunnel under 18th Street South.

5.5. Noise and Vibration Analysis for the Projects- OPTIONAL

If this optional subtask is authorized, the Contractor shall provide engineering and technical support documentation and assistance with noise and/or vibration analysis as appropriate for the projects. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule for the environmental effort if the Work is required.

For each of the subtasks, the Contractor shall perform noise and/or vibration impact analysis as appropriate and recommend mitigation where there are potential impacts. In addition, the Contractor shall develop general guidelines on best practices to mitigate potential noise and vibration impacts from activities related to the project construction. Because the means and methods of construction will not be fully known at the time of environmental documentation, the construction noise and vibration evaluation shall focus on determining the potential impact distances based on general assumptions of equipment usage. The Contractor shall submit a draft technical report documenting the noise and vibration analysis to the Program Sponsor for review and approval. The Contractor shall submit a final report which incorporates revisions and additions requested by the Program Sponsor.

5.5.1. Ambient Noise Measurement

The Contractor shall conduct ambient noise measurements for the Project at representative test sites. The selection of sites shall be performed after a preliminary scoping of the project corridor by the Contractor, and consultations with the Program Sponsor. The noise tests shall be performed at a maximum of two (2) long-term sites for a duration of twenty four (24) hours and at up to two (2) additional short-term sites for durations ranging from fifteen (15) minutes to one (1) hour. The Contractor shall use the FTA's detailed assessment procedure to determine if the predicted noise and vibration levels from streetcar operations exceed the impact thresholds at sensitive receivers. Where impacts are predicted, the Contractor shall recommend appropriate mitigation measures. The Contractor shall perform traffic noise analysis if streetcar speeds are expected to exceed 25 mph in any section of the alignment or if major realignment of existing lanes is expected as a result of the streetcar project. If traffic noise impacts are identified, the Contractor shall evaluate reasonableness and feasibility of mitigation for traffic noise impacts.

5.5.2. Traction Power Substation (TPSS) Noise Analysis

The Contractor shall conduct noise measurements at up to ten (10) sites, including up to six (6) long-term sites for a duration of 24 hours, as determined collaboratively by the Contractor and Program Sponsor, in order to establish ambient noise levels at sensitive receivers that are located close to the TPSS facilities. At the remaining sites, short-term noise measurements for a duration ranging from thirty (30) minutes to two (2) hours will be performed. The Contractor shall evaluate the potential for noise impacts at the sensitive receivers from the TPSS units. If noise

impacts from the TPSS units are identified at any of the sensitive receivers, the Contractor shall recommend appropriate noise mitigation measures.

5.5.3. Vibration Propagation

The Contractor shall perform vibration propagation tests using FTA test procedures at up to six (6) sites in the project area. The selection of test sites shall be performed collaboratively by the Contractor and the Program Sponsor. The vibration propagation tests shall measure characterizing vibration transmission efficiency through the ground in the project corridor and provide information that shall be used to perform a detailed assessment of vibration impacts at sensitive receivers.

5.6. Environmental Site Assessments

5.6.1. Phase I Environmental Site Assessment (ESA) Plan

The Contractor shall develop and submit for Program Sponsor approval a plan for assessing the environmental condition of properties identified for acquisition on both streetcar corridors under subtask 6.1.2.2. The plan shall utilize the applicable Environmental Protection Agency (EPA) and American Society of Testing and Materials (ASTM) standards related to identification of the presence or likely presence of hazardous materials. The plan shall recommend the appropriate level of assessment for each parcel based upon the ASTM Standard Practices Manual – either the transaction screen process (TSP) or the Phase I ESA.

In developing the plan, the Contractor shall consider the previous Phase 1 ESA Work completed on both corridors – the CC Streetcar Phase I ESA (2014) as well as the 2009 Phase I ESA on Columbia Pike and shall recommend the additional environmental assessment effort required at each property based upon the shelf life of assessments and the anticipated timing for the property acquisition. In addition, the plan shall recommend the appropriate level of assessment for properties identified for acquisition in sections of the alignment that were not previously reviewed in the 2009 Phase 1 ESA:

- CP Streetcar alignment along Jefferson Street between Route 7 and Columbia Pike;
- CP Streetcar alignment along Joyce Street, Army-Navy Drive, Hayes Street, and 12th Street; and
- O&M and Vehicle Storage Facility at Navy Annex.

The Contractor shall submit the draft plan for review and comment by the Program Sponsor, and submit the final plan incorporating revisions provided by the Program Sponsor.

5.6.2. TSP and Phase I ESA Analysis

The Contractor shall undertake the TSP and Phase I ESA analysis at the parcels that are approved in the Phase I ESA Plan by the Program Sponsor and submit a report with the findings for Program Sponsor review and approval. Up to seven (7) Phase 1 ESAs shall be undertaken by the Contractor as part of this effort. The Program Sponsor will coordinate with the Contractor to develop the scope, budget and schedule for the TSP and Phase 1 ESA effort following approval of the TSP/ Phase 1 ESA plan. The budget will reflect the number of parcels to be analyzed and the type of analysis to be undertaken: TSP or Phase 1 ESA.

The TSPs and Phase I ESAs shall be prepared under the supervision of a qualified Environmental Professional as defined ASTM E1527-13. At the conclusion of the TSP/Phase I ESA analysis process, the Contractor shall prepare a report with the results of the TSP and Phase I ESA analysis at each parcel. The report shall include recommendations regarding the sites that require a Phase II ESA, as well as the type of testing recommended. The Contractor shall submit

the draft report for review and comment by the Program Sponsor, and submit a final report incorporating revisions provided by the Program Sponsor.

Deliverables

5.1A – Navy Annex O&M Noise, Vibration, Visual, Stormwater Management and Transportation Impacts Evaluation Report – draft and final;
5.3A – Four Mile Run Bridge hydraulic analysis report and temporary construction effects report – draft and final;
5.4A – Preliminary WMATA Adjacent Construction for Columbia Pike analysis report – draft and final;
5.4B – Preliminary WMATA Adjacent Construction for Crystal City analysis report – draft and final;
5.5.1A – Ambient Noise Measurements and Mitigation Report – draft and final – OPTIONAL;
5.5.2A – Noise Analysis report for TPSS – draft and final – OPTIONAL;
5.5.3A – Ground Borne Vibration Report – draft and final – OPTIONAL;
5.6.1A – TSP and ESA Plan – draft and final; and
5.6.2A – TSP and Phase I ESA analysis and reports – draft and final.

Task 6.0 Preliminary Engineering

As a part of the first phase, the Contractor shall develop preliminary engineering plans (overall 30% design development) for the two streetcar projects, facilities, and vehicles with the goals of identifying physical requirements, fully defining the project scope, and developing more refined cost estimates for the purpose of setting the stage for the final design, vehicle manufacturing, and construction phases of the projects. As the projects advance, it will be critical to develop a coherent set of preliminary design documents that cover necessary aspects of project development while eliminating unnecessary redundancy. The Contractor shall coordinate their Work with projects within the identified streetcar corridors currently in design or construction by Program Sponsor, Fairfax County and other stakeholders. The Contractor shall coordinate on the development of aesthetic treatments and potential public art projects that may be incorporated into the streetcar projects` design, as directed by the Program Sponsor.

The engineering and architectural designs and vehicle technical specifications shall be in accordance with the Arlington County Streetcar Design Criteria and Streetcar Utility Rules of Practice, both of which are under development, as well as the applicable VDOT standards, WMATA Adjacent Construction Manual, applicable Fairfax County Standards, other applicable Arlington County standards, guidelines, building codes, and specifications, and other relevant Federal and State and Authority Having Jurisdiction requirements.

Preliminary design shall be advanced in close coordination with the environmental effort outlined in Task 5.0.

6.1. Data Collection

The Contractor shall coordinate with the Program Sponsor to obtain information currently available for the CP Streetcar and CC Streetcar projects. The Program Sponsor currently has several projects underway in the Columbia Pike and Crystal City corridors. The available information includes: control surveys, aerial photography and mapping, Geographical Information Systems (GIS) data, existing utility locations (both wet and dry), utility relocation activities, information on the utility franchise agreements, civil roadway design plans, transit facility design plans, traffic counts, model networks, and transit studies. The Program Sponsor will provide the Contractor with available design plans for projects along proposed corridor.

6.1.1. Existing Data

The Contractor shall review the provided information and identify to the Program Sponsor any additional information necessary for the preliminary engineering effort that has not been already compiled, is inaccurate, or is no longer current. The project area shall include areas related to the track, station, and facility improvements. The study area for the traffic analysis shall be sufficient to capture the potential vehicular effects. In general, the existing data that the Program Sponsor will provide includes:

Survey Control	Arlington County Survey Control Network (ACSCN) second (2nd) order accuracy (or higher) survey control monuments Project specific secondary horizontal and vertical control documentation along Columbia Pike between South Jefferson Street and South Joyce Street, and the project alignments through Pentagon City, Crystal City, and Potomac Yard within Arlington County.
Topographic	1. Columbia Pike between South Jefferson Street and South Joyce Street (The Program Sponsor has topographic survey from 2009, which will be provided to the Contractor. The Program Sponsor also intends to prepare new topographic survey of portions of Columbia Pike, which will also be provided to the Contractor as the information becomes available.) 2) Navy Annex O&M facility site from 2013. 3) The Program Sponsor also intends to prepare new topographic survey of portions of Columbia Pike, which will also be provided to the Contractor as the information becomes available.
Boundary	Columbia Pike between South Jefferson Street and South Joyce Street, and some areas of the project alignments through Pentagon City and Crystal City.
Engineering Design Plans	Columbia Pike between South Jefferson Street and South Joyce Street and some areas of the project alignments through Pentagon City and Crystal City.

The Contractor shall collect the most recent orthorectified aerial photography for the two streetcar project corridors from the Virginia Base Mapping Program.

6.1.2. Control Survey

All surveying Work to be provided by the Contractor shall be performed under the direct supervision of a Virginia licensed land surveyor in accordance with the current regulations and applicable provisions of the Code of Virginia and the VDOT Commonwealth of Virginia Surveying Manual dated 2014 or most current.

The Program Sponsor will provide the Contractor with documentation on control monumentation established as part of the Arlington County Survey Control Network (ACSCN). The Contractor shall review the documentation for secondary horizontal and vertical control established along the CP Streetcar project corridor and the CC Streetcar project corridor, as provided by the Program Sponsor. The Contractor shall establish a streetcar program survey control network using the ACSCN as the basis for the control network. The Contractor shall supplement the existing ACSCN by establishing new second (2nd) order accuracy (or higher) survey control monuments using the NAD83 and NAVD 88 geodetic reference systems, along the streetcar corridor as required. All new control monuments shall be established at intervals of 500 – 700 feet (ft), with line of sight between each new monument, where achievable. For the portion of the CP Streetcar project that lies within Fairfax County, the Contractor shall collect and incorporate control and baseline information from VDOT and Fairfax County where available.

The Contractor shall supplement existing secondary project control by establishing new secondary horizontal and vertical control within the streetcar corridor as required, including the portion of the CP Streetcar project that lies within Fairfax County. All new secondary control shall be established at interval of no more than 500 feet (ft) with line of sight between each new control point, where achievable. For the portion of the CP Streetcar project that lies within Fairfax County, the Contractor shall collect and incorporate control and baseline information from VDOT and Fairfax County, where available.

The Contractor shall ensure that all new and existing second (2nd) order accuracy (or higher) survey control monuments and secondary project control within the two streetcar corridors are tied to the ACSCN ensuring a program survey control network is established.

The Contractor shall prepare signed and sealed survey control drawings suitable for use in construction. The Contractor shall incorporate the survey control points into CADD files and drawings for each project alignment and provide copies to the Program Sponsor.

The Contractor shall submit all computations for new control monuments to the Arlington County, Office of the County Surveyor for inclusion into the ACSCN.

The base control survey effort for Preliminary Engineering is summarized in Attachment 2.

6.1.3. Boundary Compilation

All surveying services to be provided by the Contractor shall be performed under the direct supervision of a Virginia licensed land surveyor in accordance with the current regulations and applicable provisions of the Code of Virginia and the VDOT Commonwealth of Virginia Surveying Manual dated 2014 or most current.

The Contractor shall assemble a property mosaic for the base mapping of all parcels along both streetcar corridors from provided and best available information showing all property lines, ROW lines and all utility, drainage or other temporary or permanent easements and ownership per the legal description recorded for each property from deeds and other research. A field survey shall be performed to tie down all adjacent parcels to the established project control established in Task 6.1.2 and to initially resolve gaps and overlaps based on the assembled property mosaic base. All property monumentation (and a description of the object found) shall be shown on the survey. All topography and property surveys shall meet or exceed the minimum standards outlined in Sections 18VAC10-20-380 and 18VAC10-20-382 of the Virginia Administrative Code. The level of detail shall be suitable for preparing plats and right-of-way exhibits for property acquisition.

The Contractor shall incorporate the boundary compilation survey into CADD files and drawings for each project alignment, and provide copies to the Program Sponsor.

The base boundary compilation survey effort for Preliminary Engineering is summarized in Attachment 2

6.1.4. Aerial Photography, Mapping, and Topography

All surveying services to be provided by the Contractor shall be performed under the direct supervision of a Virginia licensed land surveyor in accordance with the current regulations and applicable provisions of the Code of Virginia and the most current VDOT's Commonwealth of Virginia Surveying Manual.

6.1.4.1. Aerial

The Contractor shall obtain new aerial photography and provide survey and engineering services to develop topographic and planimetric information in the following areas:

1. Route 7 (Leesburg Pike) for 600 feet west of Jefferson Street to 600 feet east of Jefferson Street;
2. Jefferson Street from Leesburg Pike to Columbia Pike;
3. South Joyce Street from the northern edge of I-395 to 100 feet south of Army-Navy Drive;
4. Army-Navy Drive from 100 feet west of South Joyce Street to 12th Street South;
5. South Hayes Street from Army-Navy Drive to 100 feet south of 12th Street South;
6. 12th Street South from South Hayes Street to eastern edge of South Fern Street;
7. 12th Street South from western edge of South Eads Street to Crystal Drive;
8. Crystal Drive from 12th Street South to 33rd Street South; and
9. 18th Street South from South Eads Street to Crystal Drive.

The aerial photography shall initially be geo-referenced in areas where existing data is provided. The geo-referenced photography shall be used to provide checks of the existing data for its accuracy and completeness. In areas where no existing data is available, the photographs shall be ortho-rectified and tied to the survey control established in Task 6.1.2. The photography shall be used to produce raw mapping and supplemented with ground survey. The timing of this Work shall be at the direction of the Program Sponsor.

The Contractor shall perform ground surveys to supplement the aerial mapping for the project limits. The ground survey scope includes preparing supplemental field run topographic surveys along the length of the two project alignments. The Contractor shall obtain top of curb, bottom of curb, crown of road, edge of pavement, and doorway threshold elevations along the project alignments. The survey shall include surface features within the project area, including but not limited to, buildings, roadways, streams, utility pedestals, fences and gates, swales, retaining walls, rock outcrops, boulders, curbing, curb cuts, visible surface evidence of gravity and non-gravity utilities, power poles (with numbers), aerial utility connectivity, water wells, meters, fire hydrants, street trees, tree pits, tree lines, landscape areas, signage, light poles, signs (with identification), electrical meter boxes, bridge piers, and sidewalks. The survey shall also include subsurface features, such as but not limited to, gravity storm and sanitary structures including inverts of structures and connectivity, underground parking garages and other facilities to be located at the direction of the Program Sponsor. The Program Sponsor will be responsible for obtaining permission to enter private and public facilities to perform the Work.

6.1.4.2. Topographic Drawing

The Contractor shall integrate topographic and planimetric information collected above with information provided by the Program Sponsor. The Contractor shall prepare a Digital Terrain Model (DTM) of the topographic survey. Topographic information gathered from the surveys shall be included in a separate drawing file that can be referenced to the topographic survey. The topographic survey shall meet or exceed the minimum standards outlined in Sections 18VAC10-20-380 and 18VAC10-20-382 of the Virginia Administrative Code.

6.1.4.3. Base Maps

The Contractor shall prepare a signed and sealed set of base sheet drawings for the two streetcar projects depicting the topography, existing utilities, property lines, and right-of-way (including easements) as located, printable at 1"=25' scale using the existing information obtained as part of task 6.1 together with new data collected as part of Tasks 6.1.2 – 6.1.4. The base sheet drawings shall meet the requirements established in the CADD Management System in Task 2.0. The Contractor shall incorporate the survey into CADD files and drawings for each project alignment, and provide copies to the Program Sponsor.

6.1.4.4. Additional Surveys - OPTIONAL

If this optional subtask is authorized, the Contractor shall provide additional survey services. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required. The surveys shall meet the requirements as described in Tasks 6.1.4.1, 6.1.4.2, and 6.1.4.3.

The Contractor shall provide survey and engineering services to develop topographic and planimetric information in the following areas:

1) South Clark Street from 12th Street to 18th Street: The Contractor shall provide survey services to develop topographic and planimetric information for the area of South Clark Street which is planned to be demolished by others.
2) Crystal Drive from 26th Street South to southern edge of 33rd Street South, including the Crystal City Vehicle Storage Facility Site: At the completion of the construction of the CCPY Transitway, the topographic survey and base map may be updated for this segment.
3) Crystal Drive from the southern edge of 33rd Street South to the eastern edge of Route 1, then along Crystal City Potomac Yard (CCPY) Transitway alignment to 100 feet south of South Glebe Road: At the completion of the construction of the CCPY Transitway, the topographic survey and base map may be updated for this segment.
4) South Glebe Road from eastern edge of Route 1 to eastern edge of Potomac Avenue: At the completion of the construction of the CCPY Transitway, the topographic survey and base map may be updated for this segment.
5) Potomac Avenue from the northern edge of South Glebe Road to 200 feet south of Four Mile Run Bridge: At the completion of the construction of the CCPY Transitway, the topographic survey and base map may be updated for this segment.
6) 12th Street South between eastern edge of South Fern Street and western edge of South Eads Street: The Contractor shall provide survey services to develop topographic and planimetric information for the area of the 12th Street South between South Fern Street and South Eads Street upon completion of construction of this segment.
7) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Airport Viaduct Ramp which is planned to be demolished by others.
8) The Contractor shall provide survey services to develop topographic and planimetric information for the area of the Washington Boulevard interchange with Columbia Pike

(also known as "Segment B") upon completion of its construction. The approximate limits of this Work are between South Orme Street and South Quinn Street.

9) The Contractor shall provide survey services to develop topographic information for the Four Mile Run stream from 500 feet upstream to 500 feet downstream of the existing bridge of Columbia Pike over Four Mile Run.
10) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Columbia Pike between South Jefferson Street and Four Mile Run (also known as "Segments H & I").
11) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Columbia Pike between Four Mile Run and South Wakefield Street (also known as "Segment G") upon completion of its construction.
12) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Columbia Pike between South Wakefield Street and South Oakland Street (also known as "Segment F").
13) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Columbia Pike between South Oakland Street and South Garfield Street (also known as "Segment E").
14) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Columbia Pike between South Garfield Street and South Quinn Street (also known as "Segments C & D").
15) The Contractor shall provide survey services to develop topographic and planimetric information for the area of Columbia Pike between South Orme Street and South Joyce Street (also known as "Segment A").
16) The Contractor shall obtain aerial photography and shall provide survey services to develop topographic and planimetric information and mapping for the area of Route 7 (Leesburg Pike) between Carlin Springs Road and South 14th Street. The transverse limits shall extend from approximately 50 feet behind the sidewalk on the south side of Leesburg Pike to approximately 50 feet behind the sidewalk that abuts the service drive on the north side of Leesburg Pike.

The optional topographic survey and mapping effort for Preliminary Engineering is summarized in Attachment 2.

6.1.5. Utilities

6.1.5.1. Utility Designation Survey

The Contractor shall undertake a utility designation survey at SUE Level B according to American Society of Civil Engineers (ASCE) guidelines. Utilities of record but not capable of designation shall be plotted at a lower quality level (Quality Level "C" or "D") on the deliverables. In performing the survey, the Contractor shall provide the following services:

1) Provide all equipment, personnel and supplies required to perform the designating services. The Contractor shall determine which equipment, personnel and supplies are required to perform designating services;
2) Conduct appropriate records research, investigate site conditions and identify applicable project limits;
3) Obtain necessary permits from city, county or other municipal jurisdictions to allow Work in the existing streets, roads or rights-of-way;
4) Designate existing underground utilities and their major laterals to commercial buildings within project limits utilizing appropriate radio frequency electromagnetic, magnetic, and acoustic emission techniques. Unless expressly requested, utilities designated will not include a) storm or sanitary sewers mains or laterals (except metallic force mains), b)

non-accessible empty conduits or empty utilities, c) vault or manhole limits or dimensions, d) irrigation, fountain, or sprinkler systems, or e) underground storage tanks;

5) Prepare appropriate field sketches of marked utilities, and survey designating marks, which shall be referenced to project controls;
6) Plot survey information onto a utility designation base file using CADD systems. Utilities of record but not capable of designation shall be plotted at a lower quality level (Quality Level "C" or "D");
7) Compare survey information plotted on the utility designation base file with information provided from field sketches and evaluate all plotted information in the field for accuracy and reliability;
8) Final plot all information onto the utility designation base file to account for any corrections noted from the previous step and review plan sheets against a) records, b) field sketches, c) CADD drafting, and d) field notes. Discrepancies with records may be resolved through depiction of utilities at "Quality Level C or D"; and
9) Translate survey data and drafting codes to an electronic file to allow direct incorporation into the main design file.

The Contractor shall include survey, engineering, and utility designation services to provide utility information along the entirety of the two streetcar project alignments, as described more fully below. The Contractor's utility coordinator and the lead track designer shall review the designation survey for identifications of possible utility conflicts with streetcar elements. This shall include the main alignment, maintenance and storage facilities, stations, Overhead Control System (OCS) poles, TPSS, and other roadway improvements necessary to the streetcar project.

The limits of utility designation services are as follows:

Columbia Pike Project –

1) Route 7 from one signalized intersection (driveway) east of S Jefferson Street to one signalized intersection (driveway) west of S Jefferson Street (approx. 1200 ft);
2) S Jefferson Street from Route 7 to Columbia Pike;
3) Columbia Pike from S Jefferson Street to S Joyce Street;
4) Planned realigned Columbia Pike from Air Force Memorial Drive to S Joyce Street and area between realigned Columbia Pike and the north edge of I-395;
5) S Joyce Street from Columbia Pike (existing intersection) to Army Navy Drive;
6) Army Navy Drive from S Joyce Street to 12th Street;
7) S Hayes Street from Army Navy Drive to 12th Street S; and
8) 12th Street S from S Hayes Street to Army Navy Drive.

Crystal City Project –

1) 12th Street S from Army Navy Drive to Crystal Drive;
2) Crystal Drive from 12th Street S to 33rd Street S, including the ROW of the Crystal City Potomac Yard Transitway south of 26th Street S;
3) Jefferson Davis Highway northbound lanes from 33rd Street S to S Glebe Road, including the ROW of the Crystal City Potomac Yard Transitway;
4) S Glebe Road from Jefferson Davis Highway to Potomac Avenue, including the ROW of the Crystal City Potomac Yard Transitway;
5) Potomac Avenue from S Glebe Road to Four Mile Run;
6) S Clark Street from 12th Street S to 18th Street S – elevated and at-grade portions and including the northbound ramps connecting 15th Street to Jefferson Davis Highway up to the east edge of Jefferson Davis Highway mainline; and
7) 18th Street S from Jefferson Davis Highway to Crystal Drive.

6.1.5.2. Utility Drawings

The Contractor shall create separate existing utility drawings, which shall be referenced to the survey base sheets showing the utility designation base file for each project alignment, and shall submit to the Program Sponsor. As part of this utility investigation, the Contractor shall conduct an electronic grid sweep to search for utilities that do not appear on the base sheet drawings but that are indicated on the researched utility records as existing. The Contractor shall update the base sheet drawing for the two project areas incorporating the designated utilities from the electronic grid sweep.

6.1.5.3. Utility Data and Matrix File

The Contractor shall use the information from Tasks 6.1.5.1 and 6.1.5.2 to prepare a comprehensive utility data file and to create and update a utility matrix and mapping to include Type of utility, Nature of conflict, Who is responsible, Proposed resolution, and Ongoing tracking. In the case of discrepancies or disagreements, the VDOT Statewide Utility Manual shall govern.

6.1.5.4. Test Pit Program Plan- OPTIONAL

If the SUE Level utility Work undertaken in Tasks 6.1.5.1, 6.1.5.2 and 6.1.5.3 and subsequent design Work identify potential utility conflicts with the streetcar infrastructure and facilities, then this optional subtask may be authorized by the Program Sponsor. This Work shall provide information of utilities locations, depth and material that otherwise could not be determined under the previous sections and the confirmation of type, sizes and locations for utilities that are directly in conflict with the streetcar alignment and facilities. If requested, the Contractor shall develop a plan for undertaking test pits to obtain Level A utility information. The plan shall be submitted to the Program Sponsor for review, with the final plan including revisions requested by the Program Sponsor. The level of effort includes up to 72 test pits for the CC Streetcar project and up to 108 test pits for the CP Streetcar project. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required.

6.1.5.5. Supplemental Utility Designation - OPTIONAL

The Contractor shall undertake supplemental utility designation survey at SUE Level B for the geographic limits described below. The Contractor shall provide all the services and meet all the requirements as described in task 6.1.5.1. The Contractor shall update the utility drawings following the requirements of task 6.1.5.2 and shall update the utility data and matrix files following the requirements of task 6.1.5.3 to incorporate the supplemental utility designation survey information. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required. The limits of supplemental utility designation services are as follows:

Columbia Pike Project – optional additional work

1) Route 7 from S Carlin Springs Road to one signalized intersection (driveway) west of S Jefferson Street (approx. 1200 ft); and
2) Route 7 from one signalized intersection (driveway) east of S Jefferson Street to 14th Street (approx. 1200 ft).

The base and optional utilities survey effort for Preliminary Engineering is summarized in Attachment 2.

6.1.6. Existing Structural Assessment

Based on the current maps and survey data, the following existing structures have been identified for assessment:

1) Skyline Complex - Retaining walls, elevated structures (decks), and underground structures where accessible providing entrance;
2) Bridge over Four Mile Run including the stone masonry retaining wall adjacent to the existing western-most pier;
3) Columbia Pike under Washington Boulevard (vertical clearance, existing footings for piers, abutments, and wing walls);
4) 12th Street under Jefferson Davis Highway (vertical clearance, existing footings for piers, abutments, and wing walls);
5) Crystal Drive under Airport Viaduct (vertical clearance, existing footings for piers, abutments, and wing walls);
6) Airport Viaduct Ramp parallel to Crystal Drive;
7) Joyce Street under Washington Boulevard and I-395 (vertical clearance, existing footings for piers, abutments, and wing walls);
8) Underground parking structures in Potomac Yard;
9) Underground parking structures and other potentially affected structures in Pentagon City and Crystal City; and
10) Metrorail running tunnel and stations under and near South Hayes Street and 18th Street South.

6.1.6.1. Existing Structural Assessment for Lenox Apartments parking garage- OPTIONAL

If this optional subtask is authorized, the Contractor shall provide existing structural assessment for Lenox Apartments parking garage. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required.

6.1.6.2. Existing Structures Visual Assessment

The Contractor shall visually survey the existing structures where accessible and document the results in a technical report. For each evaluation of the existing structures listed above, only the portion of the existing structure that will be impacted by the streetcar projects shall be assessed. Neither structural testing (non-destructive or otherwise) nor material sampling is included in this scope of work.

6.1.6.3. Field Verification

The Contractor shall perform field visits to identify and verify the impacted structures listed above. Efforts shall be made by the Contractor to identify those structures not identified in the mapping review. The Contractor shall request from the structures' owners: as-built drawings, inspection reports, boring logs, load ratings, and other pertinent information for the identified affected structures. The Contractor shall identify and undertake additional inspections as may be required to evaluate structural integrity.

6.1.6.4. Field Observation Analysis Report

The Contractor shall provide field observations at appropriate locations for the required Existing Structural Assessment to investigate damage potentially related to existing ground conditions. The Contractor shall evaluate the structural integrity of each of the inventoried structures and write a technical report documenting the results of the analysis for each project. The Contractor shall submit a draft of the report to the Program Sponsor. The Contractor shall address review comments and submit a final structural inventory report.

6.1.6.5. Additional Existing Structural Assessment(s) - OPTIONAL

If this optional subtask is authorized, the Contractor shall provide assessments of up to five (5) additional existing structures. Any additional structures requiring assessment shall be identified as part of the data collection undertaken in Task 6.1.6. The Contractor shall include these structures in the inventory and notify the Program Sponsor for further action (such as inspection and formal assessment) for these additional structures. The process as described in Tasks 6.1.6.2. 6.1.6.3, and 6.1.6.4 shall be followed for the assessments. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required.

6.1.7. Existing Roadways

6.1.7.1. Existing Roadways Plan Review

The Contractor shall collect and review conceptual or design plans from the Project Sponsor for public roadway work currently under design and anticipated to be constructed prior to the construction of the streetcar projects. These public roadway design plans include, but are not limited to:

1) Columbia Pike Multimodal project;
2) Columbia Pike Realignment project;
3) 12th Street South construction project;
4) South Clark Street demolition project;
5) Airport Viaduct ramp demolition project;
6) 18th Street reconstruction project (between South Eads Street and Crystal Drive);
7) 15th Street reconstruction project (between Jefferson Davis Highway and Crystal Drive);
8) 23rd Street reconstruction project (between Jefferson Davis Highway and Crystal Drive);
9) Army-Navy Drive reconstruction project; and
10) Crystal City Potomac Yard Transitway.

6.1.7.2. Signal Infrastructure Inventory

The Contractor shall complete an inventory of the traffic signal system including the controller and other equipment inside the traffic signal cabinets, such as closed-circuit television (CCTV), detection systems, and communications. Additionally, the Contractor shall inventory the traffic signal central management system and document relevant near-term improvement plans. The Program Sponsor will provide the means to access the controller equipment. The Contractor shall inventory all signalized intersections that the streetcar alignments pass through. The Contractor shall document the traffic signal inventory results in a draft technical memorandum, and shall finalize the memorandum to include comments and revisions from the Program Sponsor and Fairfax County.

6.1.8. Geotechnical

6.1.8.1. Geotechnical Engineering

The Contractor shall review boring logs and geotechnical data available in the project area and develop a supplemental soil boring and lab-testing program for Program Sponsor approval. The program shall include recommendations on the geotechnical, soil/pavement borings, in-situ soil resistivity testing, ground water elevation measurements through installation of monitoring wells in selected borings and checking water levels, laboratory testing, and geotechnical engineering analyses along the two project corridors that is necessary to support the preliminary designs of:

1) Roadway subgrade;
2) Track slab;

3) Overhead contact system;
4) Traction power substations;
5) Streetcar passenger station stops;
6) Four Mile Run bridge;
7) O&M and vehicle storage facilities;
8) Jefferson Street retaining walls;
9) Jefferson Davis Highway/15th Street ramp reconstruction; and
10) Site grading and miscellaneous stormwater management structures.

The Contractor shall perform up to 181 geotechnical soil borings (10 to 50 ft.) for total drilling of up to 3,410 ft. in soil and 60 ft. in rock as well as up to 132 pavement cores at locations accessible with truck- or ATV-mounted equipment. Other testing that shall be undertaken in the geotechnical engineering includes up to seventeen (17) groundwater observation wells, each up to forty (40) ft. deep. Depending on conditions encountered on the proposed building sites and along the alignment, the Contractor may recommend up to eighteen (18) additional explorations which shall require a separate authorization by the Program Sponsor. Drilling shall include Standard Penetration Test (SPT) sampling, collection of thin-wall tube (undisturbed) samples, and pavement cores in accordance with applicable ASTM and VDOT standards. The type and depth of samples will depend upon the existing conditions, the proposed features, and the subsurface conditions. The Contractor shall stake or mark out the preliminary boring locations in the field using common GPS equipment and survey actual boring locations and elevations after drilling.

In order to achieve the anticipated schedule, approximately half of the borings (up to 1,705 linear ft. of drilling) may be drilled at night if necessary in order to optimize drilling progress and minimize community disruption. Traffic control shall consist of up to 32 days or nights of lane closures and 13 days or nights of shoulder closures.

Some damage to the ground surface, trees, and bushes may result from drilling operations. The Contractor shall attempt to limit any such damage, but no restoration other than backfilling borings is included. Excess spoil from the drilling shall be removed from the site if necessary and all borings shall be grouted or patched as appropriate and in compliance with applicable Program Sponsor, Fairfax County, and VDOT requirements.

Rights of entry and access to the site as well as required permits or permission required to drill the borings shall be provided by the Program Sponsor with coordination assistance from the PMC and the Contractor. Contractor shall contact "Miss Utility" prior to mobilizing drilling equipment to the project site. Preliminary boring locations marked in the field shall be swept for underground utility conflicts, and borings shall be moved to avoid identified utility conflicts, reduce traffic impacts, or facilitate access as required. The Contractor shall not be responsible for damage or disruption of utilities or other subsurface features not identified in advance of drilling.

Laboratory testing of soil samples performed by the Contractor shall include natural moisture content, liquid and plastic limits, and grain size distribution on natural soils. These tests are used to estimate soil behavior under different loading (and unloading) conditions. Additionally, strength testing on selected undisturbed (tube) samples shall include direct shear, consolidated-drained triaxial, and one-dimensional consolidation testing. These tests provide strength and compressibility data for analyses. In several locations, bulk samples shall be collected and tested for laboratory compaction (moisture-density relationship) and California Bearing Ratio for evaluation of earthwork properties and support of pavements. Selected rock core samples collected shall be tested for natural moisture content, natural density, and

unconfined compressible strength. Additional testing of soil and/or rock samples shall be recommended by the Contractor to address subsurface conditions encountered and proposed design features; Program Sponsor authorization will be provided prior to implementation of this additional testing.

Except for the soil surrounding the existing underground storage tanks and the Contractor role related to the Phase II ESAs, it is expected that the subsurface materials are free of environmental contaminants and the materials the Contractor could encounter will not require personal protective equipment beyond Occupational Safety and Health Administration (OSHA) Level D. No special handling of samples shall be required. If unexpected contaminated soil or groundwater is encountered during the subsurface exploration, the boring shall be stopped and backfilled with drilling spoils and the Contractor shall notify the Program Sponsor with a recommended course of action. No contaminated soil or groundwater encountered during geotechnical drilling shall be removed from the site.

The following summarizes the boring and other geotechnical surveys and investigations that are included in the Preliminary engineering efforts, as detailed in Tasks 6.1.8 and 6.1.9.

Element	**Line**	**Location**	**Borings**	**Design Criteria per Subsurface Investigation**	**Testing Notes and applicable Scope Section)**
Roadway Subgrade/Track Slab	Columbia Pike Line	4.9 mile - corridor between Skyline area in Fairfax County and Pentagon City in Arlington	65	1 boring per 400 ft.; 10 ft. deep	Baseline Stray Current Survey (Sec 6.1.9)
	Crystal City Line	2.5 mile- corridor connecting Potomac Yard, Crystal City, and Pentagon City in Arlington	33	1 boring per 400 ft.; 10 ft. deep	Baseline Stray Current Survey (Sec 6.1.9)
Overhead Contact System	Columbia Pike and Crystal City Lines		performed as part of Track Slab	borings drilled for Roadway Subgrade/Track Slab	Baseline Stray Current Survey (Sec 6.1.9)
Traction Power Substations	Columbia Pike Line		10	1 boring per 0.5 mile of track; 30 ft. deep	In-situ soil resistivity (Sec 6.1.9)
	Crystal City Line		5	1 boring per 0.5 mile of track; 30 ft. deep	In-situ soil resistivity (Sec 6.1.9)
Streetcar Passenger Station Stops	Columbia Pike Line	Jefferson Street, Goodwin House, Army-Navy Drive, 12th/Hayes Street, and 12th/Eads Street, Skyline	6	1 boring per structure; 20 ft. deep	
	Crystal City Line	12th/Clark Westbound, 12th/Clark Southbound, Crystal City Metrorail, and 20th/Crystal Southbound	4	1 boring per structure; 20 ft. deep	

Element	Line	Location	Borings	Design Criteria per Subsurface Investigation	Testing Notes and applicable Scope Section)
Four Mile Run Bridge	Columbia Pike Line	2 abutments and 2 piers	4	1 boring per substructure; 50 ft. deep plus 10 ft. rock cores in each boring	2 groundwater observation wells 50 ft deep each (Sec 6.1.8.1)
O&M Facility	Columbia Pike Line	12th/Eads in Pentagon City	6	6 borings; 30 ft deep	1 groundwater level observation well 30 ft deep (Sec 6.1.8.1)
Vehicle Storage Facility	Crystal City Line	Crystal City	6	6 borings; 30 ft deep	1 groundwater level observation well 30 ft deep (Sec 6.1.8.1)
O&M and vehicle storage Facility	Columbia Pike Line	Navy Annex	6	6 borings; 30 ft deep	1 groundwater level observation well 30 ft deep (Sec 6.1.8.1)
Jefferson Street retaining walls	Columbia Pike Line		5	Based on 5 locations, 1 boring in each structure; 20 ft. deep	
Jefferson Davis Highway/15th Street ramp reconstruction	Crystal City Line		4	Based on 4 accessible locations; 40 ft. deep	
Site grading and miscellaneous stormwater management structures	Columbia Pike and Crystal City Lines		10	Based on 10 SWM structures, 1 boring in each structure; 30 ft. deep	10 groundwater level observation wells 30 ft deep each (Sec 6.1.8.1)
Testing in support of Phase 2 ESA	Columbia Pike	1400 Block of Columbia Pike, suspected abandoned UST	5-10 direct push, depending on results of geophysics		Geophysics investigation to identify if tank is present, env sampling and lab testing (Sec 6.1.8.2)
Columbia Pike Realignment	Columbia Pike Line		8	1 boring per 400 ft.; 20 ft. deep	
Joyce Street under Washington Blvd. and I-395	Columbia Pike Line		4	Based on 4 accessible locations; 40 ft. deep	2 groundwater observation wells 40 ft deep each (Sec 6.1.8.1)
Miscellaneous Retaining Walls	Columbia Pike and Crystal City Lines		5	Based on 5 locations, 1 boring in each structure; 20 ft. deep	

Element	Line	Location	Borings	Design Criteria per Subsurface Investigation	Testing Notes and applicable Scope Section)
		Total Estimated Borings:	181	Up to 3410 ft.	17 wells
		Additional borings (as required and approved):	*Up to 18*	*Up to 341 ft.*	*Up to 2 wells*

The Contractor shall recommend additional geotechnical subsurface investigations as needed for Program Sponsor approval. Additional borings up to ten (10) percent of the planned subsurface investigation program described above may be performed as approved by the Program Sponsor. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule for the Work.

6.1.8.2. Phase II ESA

The Contractor shall perform a Phase II ESA on the finding from the 2009 Phase I ESA for Columbia Pike that identified a suspected underground storage tank located in the ROW of the 1400 block of Columbia Pike. The Phase II ESA shall consist of a geophysical survey of the area to identify if a tank is present, followed by five (5) to ten (10) direct push borings, sampling of the soil, and laboratory analysis. The Contractor shall prepare the Phase II ESA report under the supervision of a qualified Environmental Professional as defined in ASTM E1527-13. The report shall identify the presence of any contamination, the type of contamination, recommendations on mitigation, and to the extent possible, an estimate of the cost to mitigate the issue for use in property acquisition activities and considering the planned property use. The Contractor shall submit the draft report for review and comment by the Program Sponsor, and submit the final report incorporating revisions requested by the Program Sponsor.

6.1.8.3. Additional Phase II ESA(s) - Optional

If this Optional subtask is authorized, the Contractor shall perform additional Phase II ESA(s) at sites identified in the TSP and Phase I ESA Analysis- Task 5.6.2. The specific sites will be approved by the Program Sponsor. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required.

The Contractor shall provide one (1) additional Phase II ESA for each of the seven (7) Phase I ESA sites listed in section 5.6.2, and one (1) additional Phase II ESA for conditions that might be encountered during drilling, for a total of eight (8) Phase II ESAs. The Contractor shall prepare the Phase II ESA report under the supervision of a qualified Environmental Professional as defined in ASTM E1527-13. The report shall identify for each Phase II ESA undertaken, the presence of any contamination, the type of contamination, recommendations on mitigation, and to the extent possible, an estimate of the cost to mitigate the issue for use in property acquisition activities and considering the planned property use. The Contractor shall submit the draft report for review and comment by the Program Sponsor, and submit the final report incorporating revisions requested by the Program Sponsor.

6.1.8.4. Geotechnical Data and Engineering Reports

The Contractor shall prepare Geotechnical Data Reports (GDR) and Geotechnical Engineering Reports (GER). The GDRs shall be sealed by a Professional Engineer licensed in the Commonwealth of Virginia. The GERs shall be labeled for information only and shall not be

signed or sealed documents; however, the geotechnical study shall be performed under the supervision of a Professional Engineer licensed in the Commonwealth of Virginia.

1) The GDR shall serve to compile and present the available geotechnical field and laboratory data and data collection methods for the projects. Separate GDRs shall be prepared for each of the following, as appropriate:
   a) Columbia Pike GDR;
   b) Crystal City GDR;
   c) Navy Annex O&M and vehicle storage facility GDR;
   d) Pentagon City O&M and vehicle storage facility GDR; and
   e) Crystal City supplemental vehicle storage facility GDR.

2) The GER shall serve to document the results of the geotechnical analyses, make preliminary recommendations for foundation design under static loading conditions, lateral earth pressures, and site grading, and provide preliminary comments regarding construction considerations. The Contractor shall submit report drafts to the Program Sponsor. The Contractor shall address review comments and submit final reports for:
   a) Columbia Pike GER compilation & presentation;
   b) Crystal City GER compilation & presentation;
   c) Columbia Pike TPSS GER compilation & presentation;
   d) Crystal City TPSS GER compilation & presentation;
   e) Navy Annex O&M GER compilation & presentation;
   f) Pentagon City O&M GER compilation & presentation
   g) Storage Facility at Crystal City GER compilation & presentation;
   h) Joyce Street at I-395 GER compilation & presentation; and
   i) Four Mile Run Bridge GER compilation and presentation

6.1.8.5. Resistivity Surveys at Major Structural Elements

The Contractor shall perform resistivity Surveys at major structural elements as referenced in Task 6.1.6 if it is determined during the analysis of existing structures that the testing is necessary. The surveys shall be performed at up to twelve (12) locations. The results from the field resistivity measurements will be addressed in the technical memorandum generated for Task 6.1.9.

6.1.9. Corrosion Control

The Contractor shall prepare a baseline stray current survey by incorporating data and analysis from field data into a Baseline Stray Current Survey report. This analysis shall involve recording charts to determine magnitude and effects of possible stray currents on existing utility installations; soil and groundwater laboratory testing for corrosive characteristics; and consideration of atmospheric corrosion characteristics such as temperature, relative humidity, wind direction and velocity, solar radiation, and amount of rainfall.

6.1.9.1. Baseline Stray Current Survey

The Contractor shall prepare a Baseline Stray Current Survey at select locations susceptible to stray current along the project corridors, conduct corrosivity analysis for up to 85 Crystal City and 141 Columbia Pike soil samples, and provide a technical report documenting the results of the analysis. The soil samples for laboratory analysis shall be selected at various boring locations. The exact location and depth of soil samples shall be determined after reviewing the design drawings and geotechnical data. The technical report generated for this task shall support the design and development of stray current and corrosion control systems to include:

1) Review of field data collected along with as-received laboratory data and soil chemistry conducted by NACE Certified Corrosion or Cathodic Protection Specialists;
2) Recording charts to determine magnitude and effects of possible stray currents on existing utility installations;
3) Soil and groundwater laboratory testing for corrosive characteristics. Laboratory testing typically includes as-received resistivity, saturated resistivity, pH, possibly sulfides and oxidation-reduction potential; it also includes a chemical analysis for determining the concentration of calcium, magnesium, sodium, carbonate, bicarbonate, chloride, sulfate, ammonium, and nitrate ions; and
4) Atmospheric corrosion characteristics such as temperature, relative humidity, wind direction and velocity, solar radiation, and amount of rainfall.

The Contractor shall submit a draft report to the Program Sponsor; the Contractor shall address review comments and submit a final Baseline Stray Current Survey report.

6.1.10. Traffic Data

The purpose of the traffic and public transit data collection is to guide the design of the streetcar projects with regard to the need for new or modified traffic signals, operational understanding of the interaction between the streetcar and other travel modes, sight lines, and general safety considerations for pedestrians and bicyclists.

The traffic data collected herein shall meet the following requirements:

1) Automated counts shall be verified by simultaneous manual counts for at least ten percent (10%) of the total locations;
2) The turning movement counts shall include passenger cars, pedestrians, bicycles, heavy vehicles, and parking maneuvers within the intersection area of influence;
3) Turning movement counts shall be collected for the mid-day, weekday three-hour a.m. and three-hour p.m. peak, and weekend periods;
4) The counts shall be provided in both tabulated and raw format to the Program Sponsor for acceptance prior to use;
5) The tabulated format shall be broken into 15 minute intervals with the peak hour and peak 15 minute period shall be identified;
6) The heavy vehicle, pedestrian, and bicycle peak periods and volumes shall be included;
7) The peak hour factor by approach and for the entire intersection shall be calculated and included on the tabulated format. The raw data shall be binned into 15 minute intervals and shall be in Excel or comma delineated format; and
8) Lane configurations, lane widths, turn lane lengths, and grade at each counted intersection shall be provided.

6.1.10.1. Arlington County Traffic Data

All traffic data and intersection geometry (Item #8 above) for locations within Arlington County will be provided by the Program Sponsor. The Program Sponsor will provide turning movement counts and traffic data for the 3-hour a.m. peak period, the 3-hour p.m. peak period, the 2-hour weekday midday peak period, and the 2-hour weekend peak period, for the following locations:

1) South Jefferson Street and Columbia Pike;
2) South Greenbrier Street and Columbia Pike;
3) South Frederick Street and Columbia Pike (unsignalized);
4) South Columbus Street and Columbia Pike;
5) South Four Mile Run Drive and Columbia Pike;
6) South George Mason Drive and Columbia Pike;

7) South Glebe Rd and Columbia Pike;
8) South Walter Reed Drive and Columbia Pike;
9) South Quinn Street and Columbia Pike;
10) South Scott Street and Columbia Pike (unsignalized);
11) South Rolfe Street and Columbia Pike (unsignalized);
12) Washington Boulevard interchange ramps at Columbia Pike;
13) South Joyce Street and Columbia Pike;
14) South Joyce Street and Army-Navy Drive;
15) Army-Navy Drive and South Hayes Street;
16) South Hayes Street and 12th Street South;
17) 12th Street South and South Clark Street;
18) 15th Street South and Jefferson Davis Highway northbound ramps;
19) 18th Street South and South Bell Street;
20) 18th Street South and Crystal Drive;
21) Crystal Drive and 26th Street South; and
22) Potomac Avenue and South Glebe Road.

6.1.10.2. Fairfax County Traffic Data

The Contractor shall collect turning movement counts that meet the data collection requirements described in Task 6.1.10 for the 3-hour a.m. peak period, the 3-hour p.m. peak period, the 2-hour weekday midday peak period, and the 2-hour weekend peak period at the following six (6) locations within Fairfax County:

1) Route 7 at Jefferson Street;
2) Route 7 at Carlin Springs Road;
3) Route 7 at South George Mason Drive;
4) Route 7 one signalized intersection west of Jefferson Street;
5) Route 7 one signalized intersection east of Jefferson Street; and
6) Jefferson Street and retail driveway.

The Contractor shall collect 24-hour, 7-day vehicle counts measuring speed, volume, and classification by lane and by direction, at a maximum of three (3) locations in the vicinity of Route 7 and Jefferson Street, as directed by the Program Sponsor and Fairfax County. The tube counts shall be performed on seven consecutive days while area schools are in session.

The Contractor shall record the lane configurations, lane widths, turn lane lengths, and grade at each counted intersection. The Contractor shall submit the traffic data to the Program Sponsor.

Deliverables

6.1.1A – Existing Data Review;
6.1.1B – Aerial Photography (from Virginia Base Mapping Program);
6.1.2A – Signed and sealed survey control drawings, including CADD files;
6.1.2B – Computations for new control monuments;
6.1.3A – Property Mosaic and supporting information;
6.1.4A – New aerial photography;
6.1.4B – Topographic base drawings;
6.1.4C – Digital Terrain Model;
6.1.4E – Updated survey base sheets– OPTIONAL;
6.1.5A – Utility Designation Survey;
6.1.5B – Utility Base Drawings;
6.1.5C – Utility Matrix;
6.1.5D – Test Pits Plan and Findings - OPTIONAL;

6.1.6A – Existing Structural Assessment technical report- Draft and Final;
6.1.6B – Existing Structural Assessment Report for Lenox Apartments- Draft and Final – OPTIONAL;
6.1.6C – Supplemental Existing Structural Assessment Report – draft and final – OPTIONAL;
6.1.7A – Traffic signal inventory memorandum - draft and final;
6.1.8A – Columbia Pike GDR;
6.1.8B – Crystal City GDR;
6.1.8C – Navy Annex O&M and vehicle storage facility GDR;
6.1.8D – Pentagon City O&M and vehicle storage facility GDR;
6.1.8E – Crystal City vehicle storage facility GDR;
6.1.8F – Columbia Pike Streetcar GER report & presentation – draft and final;
6.1.8G – Crystal City Streetcar GER report & presentation – draft and final;
6.1.8H – Columbia Pike TPSS GER report & presentation – draft and final;
6.1.8I – Crystal City TPSS GER report & presentation – draft and final;
6.1.8J – Navy Annex O&M GER report & presentation – draft and final;
6.1.8K – Pentagon City O&M GER report & presentation – draft and final;
6.1.8L – Crystal City Storage Facility GER report & presentation – draft and final;
6.1.8M – Four Mile Run Bridge GER report and presentation – draft and final;
6.1.8N – Joyce Street at I-395 GER report and presentation – draft and final;
6.1.8O – Phase II ESA Report;
6.1.8P – Additional Phase II ESA Report- OPTIONAL;
6.1.9A – Baseline Stray Current technical report - draft and final; and
6.1.10A – Turning movement and tube count traffic data.

6.2. NOT USED

6.3. Traffic Analysis

6.3.1. Traffic Volume Forecasts

6.3.1.1. Arlington County Traffic Volume Forecasts

The Program Sponsor will provide the Contractor with future year 2020 and year 2040 a.m. and p.m. peak hour turning movement traffic volumes for the Build scenarios (with streetcar) for all study intersections with Arlington County (a total of four scenarios). If the Program Sponsor requests that the Contractor analyze the weekday midday and weekend midday peak hours, the Program Sponsor will provide future year 2020 and year 2040 weekday midday and weekend midday peak hour turning movement traffic volumes for the Build scenarios (with streetcar) for all study intersections within Arlington County (a total of four scenarios). The Program Sponsor will document the methodology for future volume development from this subtask and will provide it to the Contractor.

6.3.1.2. Fairfax Future AM/PM Volume Forecasts and Modeling Methodology

The Contractor shall develop traffic volume growth factors and estimate future a.m. and p.m. peak hour turning movement volumes at the six (6) intersections in Task 6.1.10 that are located in Fairfax County for the Build scenarios (with streetcar) in the year 2020 and year 2040 (a total of four scenarios). The Contractor shall meet and work with the Program Sponsor, Fairfax County, and VDOT to develop an agreed-upon methodology for future volume development prior to traffic operations analysis Work in Task 6.3, and shall document the methodology for traffic volume forecasting from this subtask. If travel demand models are required for this task, they will be provided by the Program Sponsor and will be versions most similar to the models used for the most recent analysis of the CP Streetcar and CC Streetcar projects. The year 2020 and year 2040 travel demand models will contain the CP and CC Streetcar routes as well as

proposed future transit services within project area. The Contractor shall not build, modify, or re-create the travel demand models.

6.3.1.3. Fairfax Future Midday/Weekend Volume Forecasts and Modeling Methodology- OPTIONAL

If this optional subtask is authorized, the Contractor shall provide additional forecast modeling. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The Contractor shall develop traffic volume growth factors and estimate future weekday midday and weekend peak hour (a total of four scenarios) turning movement volumes at the six (6) intersections in Task 6.1.10.1 that are located in Fairfax County for the Build scenarios (with streetcar) in the year 2020 and year 2040 using the process described in Section 6.3.1.2. The methodology memo developed in Task 6.3.1.2 shall be modified to reflect the efforts of this Section.

6.3.2. Traffic Operations

The Contractor shall perform traffic operations analysis using Synchro and VISSIM models that contain the entirety of the projects' alignments from Route 7/Jefferson Street to Potomac Avenue/South Glebe Road to demonstrate the operations of the highway network in conjunction with the streetcar system. The Synchro model shall be used to determine intersection volume/capacity (v/c) ratios and to develop signal timing parameters for the future year VISSIM models with the streetcar. The VISSIM models shall be used to determine level-of-service, per-vehicle delay, and 95th percentile queuing results, and to assess streetcar operations. The models shall consider the CC Streetcar and the CP Streetcar Projects together, as directed by the Program Sponsor.

6.3.2.1. Existing Year VISSIM models (AM/PM)

From the project termini from Route 7/Jefferson Street to Potomac Avenue/South Glebe Road, the Contractor shall review, develop, and calibrate VISSIM models that include up to fifty (50) intersections to represent existing traffic operations for the a.m. and p.m. weekday peak hours (2 models total). The intersections shall be approved by the Program Sponsor and Fairfax County. VISSIM models from prior work on the CP Streetcar and CC Streetcar projects will be provided to the Contractor by the Program Sponsor. Once the existing VISSIM models are developed, the Contractor shall submit them to the Program Sponsor and VDOT for review. After the Program Sponsor and VDOT have approved the existing conditions models, the Contractor shall proceed to develop the future Build (with streetcar) conditions models.

6.3.2.2. Future VISSIM models (2020/2040, AM/PM)

Using the existing VISSIM models as a base, the Contractor shall create four (4) future Build conditions VISSIM models (weekday a.m. and p.m. peak hours for the year 2020, and weekday a.m. and p.m. peak hours for the year 2040), that include up to fifty (50) intersections and incorporate planned and programmed roadway system improvements, planned changes to transit operations (including the streetcar projects), and future forecast traffic volumes for 2020 and 2040, as developed in Task 6.3.1. The list of planned and programmed roadway system improvements and planned changes to transit operations will be provided to the Contractor by the Program Sponsor. The VISSIM models shall incorporate general purpose vehicles, transit vehicles (bus and streetcar) including dedicated transit lanes, heavy vehicles, and bicycles. The future models shall include special signal phasing required for turning streetcars where required and shall include streetcar switching operations and detection systems as planned in order to understand the impact of switching operations and dwell times at streetcar stations on overall system operation. The VISSIM models for this task shall not include modeling streetcar ingress or

egress movements for the Navy Annex O&M Facility, the Pentagon City O&M Facility, and the Crystal City Storage Yard.

6.3.2.3. Synchro models

Synchro models from prior work in the Columbia Pike and Crystal City corridors will be provided to the Contractor by the Program Sponsor. The Contractor shall develop six (6) Synchro models that include up to fifty (50) intersections for the weekday a.m. and p.m. peak hours for existing and future Build (with streetcar) scenarios years 2020 and 2040. The Build models shall be used to determine intersection volume/capacity (v/c) ratios and the results shall be used to develop traffic signal timings for use in the future VISSIM models.

6.3.2.4. VISSIM and Synchro model

The Program Sponsor will provide the existing signal timings and phasing to the Contractor for all signalized intersections in the Synchro/VISSIM models. The Contractor shall run the Synchro and VISSIM models and submit the model inputs and results to the Program Sponsor and VDOT for review and comment. The Contractor shall make two (2) sets of revisions for each model based on the comments and resubmit the model inputs and results for acceptance. This task includes three (3) meetings to review the existing conditions, year 2020, and year 2040 models (one meeting per each analysis year).

6.3.2.5. Traffic Report Preparation & Presentation

The Contractor shall prepare a transportation conditions report documenting the results of the traffic analysis (Synchro and VISSIM outputs, as applicable) using per-vehicle delay, level-of-service, v/c ratio, vehicle/streetcar travel times, and 95th percentile queuing results for up to fifty (50) intersections and submit the report to the Program Sponsor for review. The final report shall incorporate revisions requested by the Program Sponsor. The Contractor shall assist the Program Sponsor and Fairfax County in presenting the results of the traffic analysis to VDOT for their concurrence.

6.3.2.6. VISSIM Visualizations - OPTIONAL

If this optional subtask is authorized, the Contractor shall prepare two (2) five-minute computer-based visualizations using VISSIM and other tools to depict the operation of the streetcar project in the context of the roadway network. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The geographic limits of the visualization shall be limited to a portion of a contiguous facility segment up to ten (10) adjacent intersections in length and agreed upon between the Contractor and the Program Sponsor. The specific tools to be used for the visualizations shall be proposed by the Contractor and approved by the Program Sponsor.

6.3.2.7. Navy Yard O&M Facility VISSIM - OPTIONAL

If this optional subtask is authorized, the Contractor shall conduct a VISSIM analysis for the operation of the Navy Annex O&M Facility and its relation to the adjacent roadway network. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The analysis shall serve as a "proof of concept" for the operational plan and design of the signal system at the Navy Annex O&M Facility. The Contractor shall update the traffic analysis report to include the results.

6.3.2.8. Pentagon City O&M Facility VISSIM- OPTIONAL

If this optional task is authorized, the Contractor shall conduct a VISSIM analysis for the operation of the Pentagon City O&M Facility and its relation to the adjacent roadway network.

The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The analysis shall serve as a "proof of concept" for the operational plan and design of the signal system at the Pentagon City O&M Facility. The Contractor shall update the traffic analysis report to include the results.

6.3.2.9. Crystal City Storage Facility VISSIM - OPTIONAL

If this optional subtask is authorized, the Contractor shall conduct a VISSIM analysis for the operation of the Crystal City Vehicle Storage Yard and its relation to the adjacent roadway network. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The analysis shall serve as a "proof of concept" for the operational plan and design of the signal system at the Crystal City Vehicle Storage Facility. The Contractor shall update the traffic analysis report to include the results.

6.3.2.10. Midday/ weekend Synchro/VISSIM- OPTIONAL

If this optional subtask is authorized, the Contractor shall conduct a Synchro and VISSIM analysis from the project termini from Route 7/Jefferson Street to Potomac Avenue/South Glebe Road for the weekday midday and weekend peak hours. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The analysis would include six (6) additional scenarios: existing conditions (weekday midday and weekend peak hours), year 2020 with streetcar (weekday midday and weekend peak hours), and year 2040 with streetcar (weekday midday and weekend peak hours). The VISSIM models for this task shall not include modeling of the Navy Annex O&M Facility, the Pentagon City O&M Facility, or the Crystal City Vehicle Storage Facility. The Contractor shall update the traffic analysis report to include the results.

Deliverables

6.3.1A – Fairfax Future year AM &PM. turning movements volumes;
6.3.1B – Fairfax Modeling methodology memo - draft and final;
6.3.1C – Fairfax Future year midday & weekend turning movements volumes – OPTIONAL;
6.3.1D – Updated Fairfax Modeling methodology memo- draft and final - OPTIONAL;
6.3.2A – Existing Conditions VISSIM model input and results;
6.3.2B – Future Years VISSIM model input and results;
6.3.2C – Existing and Future Year Synchro model input and results;
6.3.2D – Traffic analysis report - draft and final;
6.3.2E – VISSIM videos/visualizations – OPTIONAL;
6.3.2F – Navy Annex O&M Facility VISSIM models and Report Update – OPTIONAL;
6.3.2G – Pentagon City O&M Facility VISSIM models and Report Update– OPTIONAL;
6.3.2H – Crystal City Vehicle Storage Facility VISSIM models and Report Update– OPTIONAL; and
6.3.2I – Midday/ weekend Synchro/VISSIM Model and Report Update – OPTIONAL.

6.4. Design Waivers and Exceptions

The Contractor shall fully familiarize themselves with the Streetcar Design Criteria and Streetcar Utility Rules of Practice developed by the Program Sponsor.

6.4.1. Analysis and Identification

During the course of the preliminary engineering design effort, the Contractor shall provide input to the Program Sponsor on any identified missing standards, guidelines, and topics in the Design Criteria. The Contractor shall identify needed waivers, exceptions, or revisions to the Design Criteria and Streetcar Utility Rules and Practice for the projects, with supporting rationale and required analysis and documentation. This analysis shall include applicable VDOT design requirement waivers.

6.4.2. *Approval and Tracking*

The Contractor shall Work with the Program Sponsor, Fairfax County, and VDOT to obtain approvals of the design waivers and exceptions or to eliminate proposed design waivers and exceptions. The Program Sponsor and Fairfax County are responsible for obtaining the necessary approvals. The Contractor shall track the status of waivers and exceptions on an ongoing basis until they are resolved.

Deliverables
6.4A – Design Criteria Review and Identification of Missing Information;
6.4B – Proposed Design Waivers and Exceptions; and
6.4C – Tracking Log for Design Waivers and Exceptions.

6.5. Updated Conceptual Alignment Plans

The Contractor shall prepare updated conceptual alignment drawings for both streetcar projects consisting of two products. The first is a set of 1"=25' scale view port drawings. The second is a set of Strip Map viewport drawings at 1"=100' scale covering both projects. Each product shall:

1) Be depicted over an aerial photograph background;
2) Incorporate the locations of passenger stations, traction power substations, and vehicle facilities; and
3) Depict both plan and profile with track alignment stationing.

The CP Streetcar project stationing shall be consistent with the Columbia Pike Multimodal project stationing.

6.5.1. *Updated Conceptual Alignment Drawings and CADD Files*

The Contractor shall produce an updated set of conceptual alignment drawings and CADD files for the two streetcar projects, based on the original conceptual plans developed during the environmental review process, conceptual engineering, and project development Work for the projects. Updates include, but are not limited to:

1) Revising the alignment along Army-Navy Drive to be median-running;
2) Examining the ability to operate the streetcar in transit-only lanes on 12th Street South;
3) Refining the tail-track configurations at the project termini;
4) Updating the track connections to the Navy Annex O&M Facility, the Pentagon City O&M Facility, and the Crystal City supplemental Vehicle Storage Facility;
5) Incorporating the new track alignment associated with the proposed roadway realignment of Columbia Pike at the Navy Annex site and Joyce Street;
6) Depicting crossover tracks and pocket storage tracks along the project alignments to support the recommended rail operating plan;
7) Updating the station locations, including the Crystal City Potomac Yard Transitway stations, the Columbia Pike Transit Stations (former Super Stops), the six stations in the CP Streetcar project scope, and the four stations in the CC Streetcar project scope; and
8) Refining or developing bikeway designs associated with the streetcar alignments.

6.5.2. *Strip Map Drawing Updates*

The Contractor shall produce and submit biweekly updates to the alignment Strip Map drawings in PDF format incorporating the ongoing, or "Work-in-Progress", design development and refinements as appropriate. The Strip Map updates shall depict additional project elements as they become defined, including but not limited to roadway, retaining walls, structures, track, passenger stations, traction power substations and feeders, OCS items, vehicle facilities, laydown areas, utilities, drainage, and right-of-way. The Program Sponsor will provide alignment

format and means of transmittal which the Contractor shall use to update design files for submittal to the Program Sponsor.

Deliverables

6.5A – Updated conceptual alignment drawings – CC Streetcar;
6.5B – Updated conceptual alignment drawings – CP Streetcar; and
6.5C – Biweekly Strip Map plan updates.

Preliminary Engineering Plans, Specifications and Estimate

Tasks 6.6 through 6.11, 6.15, 6.18, and 6.19, preliminary plans, specifications and estimates: The Contractor shall develop and provide to the Program Sponsor (3) three interim submittals and (1) one final (30%) submittal for formal design review by the Program Sponsor and Fairfax County. The submittals shall include the plans developed in Tasks 6.6. through 6.11, 6.15, 6.18, and 6.19. The specific requirements associated with each submittal are outlined in the following table:

#	Level	Schedule	Deliverables
0	30%	Pre-Design Submittal	Cost Methodology, task 6.10 programming and task 6.10 schematic design.
1	65%	1st Interim- end of 7th month	Plans, Cost Estimate, Draft Technical Reports, Draft Basis of Design; (task 6.10 Final PE Programming & Schematic Submittal).
2	90%	2nd Interim- end of 11th month	Plans, Cost Estimates, Specs, Final Technical Reports, Final Basis of Design.
3	Pre-final	3rd Interim- end of 14th month	Plans, Cost Estimates, Specs.
4	Final	16th month	Document delivery of Plans, Cost Estimates, Specs.

Each plan submittal shall include ten (10) full size paper sets, twenty (20) half size paper sets and electronic submittals. The Contractor shall provide electronic copies of each interim and final submittal on CD ROMs or flash drives in individual Adobe (.pdf) format for each deliverable. For Preliminary Engineering Drawings, a batch pdf file of all drawings shall be provided along with individual pdf files per drawing that are titled per individual drawing number. CADD submittal requirements are listed in Task 2.2. Prior to each interim submittal and the final submittal, the Contractor shall convene a pre-submittal workshop with the Program Sponsor and Fairfax County to preview the contents of the upcoming submittal with roll plots and other materials that shall be included in the upcoming submittal. The workshops shall provide an opportunity for the Program Team to review the upcoming submittals and provide an opportunity for questions and comments to be discussed in the meeting. If is not required that comments which occur in the meeting be incorporated into the submittal; this workshop shall be used for discussion and review purposes.

The Contractor shall attend comment resolution workshops with the Program Sponsor and Fairfax County and provide completed comment response worksheets with documentation of resolution in the following submittal.

The Contractor shall review and track design review comments, responses, and resolutions for each of the three (3) interim progress submittals, including conducting review workshops with the Program Sponsor and other reviewing entities.

The schedule of each submittal and the workshops shall be established during the development of the Program Master Schedule, with input from and in coordination with the Contractor's proposed design schedule.

6.6. Civil/Roadway

6.6.1. Existing Design Review

Large portions of the street design within the two streetcar project areas are underway or will have been recently completed as part of the Columbia Pike Multimodal project and the Crystal City Streets projects. The Program Sponsor will provide design drawings and CADD files to the Contractor as they become available. The Contractor shall review the street designs completed as part of other roadway projects.

6.6.2. Pedestrian and Bicycle Accommodation Review

The Contractor shall review the bicycle accommodations recommended in the Crystal City Multimodal Transportation Study, the Columbia Pike Parallel Bike Network Study, and the Arlington County Transportation Master Plan. The plans have recommended a variety of bicycle facilities including shared lanes, cycle tracks, bicycle lanes along streets proposed to have streetcar, and bicycle boulevards on parallel streets. This assessment shall inventory bicycle improvements implemented from those plans and identify remaining gaps in the bikeway network. This assessment shall also identify opportunities for improvement in facility type continuity and identify proposed bicycle accommodation improvements which may be required due to a change in the streetcar alignment. The Contractor shall compile the analysis and recommendations and submit a draft memorandum to the Program Sponsor. The memorandum shall be finalized to include revisions and additions requested by the Program Sponsor.

6.6.3. Sustainable Design and Stormwater Management

The proposed streetscape concepts shall be informed by sustainable design, incorporating Low Impact Development standards for stormwater, using indigenous plant material, permeable pavement, and similar techniques. The Contractor shall prepare plans and perform drainage and stormwater management calculations in accordance with the VDOT Drainage Manual 2014 and applicable Arlington and Fairfax County standards.

6.6.3.1. Stormwater Management Plans

The Contractor shall prepare plans identifying locations for stormwater management facilities to comply with current state and local criteria including the new Runoff Reduction Method for both water quality and quantity control. The plans shall indicate where existing infrastructure will be impacted by the proposed construction. Conceptual designs shall be developed for stormwater management facilities in order to determine additional right-of-way or easement requirements.

6.6.3.2. Conceptual/Feasibility Stormwater Management Report

The Contractor shall prepare a conceptual/feasibility stormwater management report identifying the project outfalls or Points of Investigation (POI), new and redeveloped impervious areas, the required Treatment Volume for each outfall, and a conceptual design of individual water quality treatment facilities to verify the project shall meet the Treatment Volume at each POI. Since a significant amount of the track will be embedded within existing pavement limits, the Work shall be considered as redevelopment rather than new development. Even though the amount of water quality treatment is less for redevelopment than new development, water quality control Best Management Practices (BMPs) shall be required for the projects. The individual water quality treatment facilities selected shall be based on the BMP Clearinghouse and shall meet the Environmental Site Design criteria.

For water quantity control, each POI shall meet the channel protection and flood control requirements. Since both the CC Streetcar and CP Streetcar alignments will be built mainly within existing pavement, it is likely that for most outfalls there will be no increase in impervious areas and runoff rates. There are locations where there will be new impervious areas impacting outfall runoff rates. For those locations, the Contractor shall identify and display detention facilities on the plans.

In areas with open space and available for right-of-way acquisition, open treatment BMP facilities shall be used, such as micro-bio-retention basin, rain gardens etc.; however in densely urban areas, BMP with less impacts on land use shall be proposed including planter boxes and manufactured BMPs such as underground filter structures. For water quantity control, underground detention vaults may be required.

6.6.4. *Preliminary design plans*

6.6.4.1. *Bike/Pedestrian Best Practices and Designs*

The Contractor shall assemble best practices and designs for pedestrian and bicycle accommodations for the Program Sponsor to incorporate into the Design Criteria. The Contractor shall prepare preliminary civil/roadway design plans for the two streetcar projects to facilitate proper street interface with the streetcar track and station stops and provide accommodations for cyclists and pedestrians.

6.6.4.2. *Preliminary Designs*

The Contractor shall prepare preliminary designs to include typical sections and plan views showing existing conditions, as well as proposed roadway improvements, curb and gutter, sidewalk, curb ramps and intersection improvements, bicycle accommodations, landscaping, retaining walls, drainage inlet (including track drains) and pipe locations and sizes, driveway entrance tie-ins, and street lights. The plans shall show preliminary pavement marking locations. The Contractor shall prepare preliminary cross sections (regularly spaced at 100' and closer at median openings and driveway).

The civil/roadway plans shall show right-of-way requirements and shall define limits of construction. The civil/roadway design plans shall coordinate with the following interfacing projects:

Interfacing project	**Applicable Streetcar project**
Columbia Pike Multimodal project	CP Streetcar
Columbia Pike Realignment project	CP Streetcar
Columbia Pike Transit Stations project	CP Streetcar
Clark Street demolition project	CC Streetcar
Army-Navy Drive reconstruction project (including bicycle facility)	CP Streetcar
12th Street South construction project	CP and CC Streetcar

The civil/roadway design plans shall include, at a minimum:

Civil/roadway design area	**Applicable Streetcar project**
Reconstruction of Jefferson Street south of Columbia Pike to achieve an acceptable grade for the streetcar	CP Streetcar
Widening of southbound of South Jefferson Street between the retail entrance and Route 7	CP Streetcar

Civil/roadway design area	Applicable Streetcar project
Modifications to Route 7 in the vicinity of the Skyline station, to include possible conversion of outer most right/through lane to a right turn lane with improvements at the intersection of Route 7 and S. Jefferson St/Skyline entrance.	CP Streetcar
Intersection modifications at South Jefferson Street and Columbia Pike	CP Streetcar
Intersection modifications at Columbia Pike and South Joyce Street – current location	CP Streetcar
Intersection modifications at Columbia Pike and South Joyce Street – realigned location	CP Streetcar
Intersection modifications at South Joyce Street and Army-Navy Drive	CP Streetcar
Intersection modifications at South Hayes Street and Army-Navy Drive	CP Streetcar
Intersection modifications at South Hayes Street and 12th Street South	CP Streetcar
Intersection modifications at South Clark Street and 12th Street South	CC Streetcar
Intersection modifications at 18th Street South and Crystal Drive	CC Streetcar
Intersection modifications at 18th Street South and South Bell Street	CC Streetcar
Realignment of northbound on- and off-ramps of Jefferson Davis Highway at 15th Street South.	CC Streetcar

6.6.4.3. Utility Relocation Plans

The Contractor shall prepare preliminary utility relocation plans for the two streetcar projects, identifying potential conflicts and proposed relocations and/or protections for public and private utilities. Along Columbia Pike, the same segment designations as the Multimodal Project shall be used. The Contractor shall prepare a utility conflict matrix identifying each potentially conflicting utility's size, material, owner, nature of the conflict, proposed resolution of the conflict, responsibility, and status. The Contractor shall update the utility conflict matrix on an ongoing basis during the preparation of plans for submittal to the Program Sponsor and with the submission of the final preliminary utility relocation plans.

6.6.4.4. Preliminary Construction Phasing/Sequence Plan

The Contractor shall develop a preliminary construction phasing/sequencing plan for each project. The effort shall include examining opportunities to coordinate construction with other infrastructure projects, including the Columbia Pike Multimodal, Columbia Pike Transit Stations, and Crystal City streets projects. The purposes of the preliminary construction phasing/sequencing plan are to prepare for the development of Maintenance of Traffic (MOT) plans and to support the construction contracting plan. Drawings shall illustrate in plan view (1"=25') and typical sections that show the conceptual MOT requirements required to construct the infrastructure and facilities for the streetcar projects and delineate the potential limits of necessary temporary construction easements required. Narrative text shall be provided on the plans with a high-level representation of the major activities for sequencing the Work.

The Contractor shall follow the CADD standards developed in Task 2.0. Drawings shall be at 1"=25' scale.

Deliverables
6.6.1A – Review of existing designs;
6.6.2A – Pedestrian and Bicycle Accommodation Memo – Draft and Final;
6.6.3A – Conceptual/Feasibility Stormwater Management Report – draft and final;
6.6.3B – Preliminary storm drainage plan sheets;
6.6.4A – Bike/Pedestrian Best Practices;
6.6.4B – Preliminary roadway plan and profile plan sheets;
6.6.4C – Preliminary roadway typical sections;
6.6.4D – Preliminary cross sections;
6.6.4F – Preliminary utility relocation plan sheets;
6.6.4G – Utility conflict matrix and updates; and
6.6.4H – Preliminary construction phasing/sequencing plan sheets;

6.7. Track Way Design Plans

For each project, the Contractor shall develop preliminary track way plans, to include plan and profile, typical sections, typical track way details, special trackwork details, and appropriate general alignment information sheets. The intent is to identify the rail type, slab design concept(s), and stray current control concept(s).

6.7.1. Track Drawings

The plan and profile drawings shall include the horizontal and vertical alignment, track stationing, proposed roadway modifications, structures, proposed pavement markings, and utilities. The track typical sections shall show the track in relationship to the roadway, proposed maintenance facility, and on structure. The typical track way details shall include ballast track where required, thickness and reinforcement of the track slab, rail attachment method, maintenance of gauge, flange way design, noise, vibration, and electrical isolation, and special treatments of the track way above utilities and through horizontal curves. The track way design shall incorporate an evaluation of practical methods of construction as undertaken in the basis of design. The Contractor shall consider opportunities to coordinate track way construction with the Columbia Pike Multimodal or other road construction projects, as applicable to the assigned work.

6.7.2. Special Trackwork

As part of the effort, the Contractor shall determine special trackwork requirements – based on the operating plan and design criteria – such as the number and required locations for crossovers, turnouts, or passing tracks and include them in the track way design plans. Design features for bicycle safety shall be evaluated and incorporated into the design.

6.7.3. Track Type Evaluation

The Contractor shall evaluate different types of rail and their applicability to the projects, based on cost, availability of a U.S.-based supplier, Buy America requirements, and performance characteristics. This evaluation shall include both main line and facility yard locations. The Contractor shall prepare and submit to the Program Sponsor a technical report documenting the results of the analysis, with the final report reflecting the revisions requested by the Program Sponsor.

The Contractor shall follow the CADD standards developed in Task 2.0. Drawings shall be at 1"=25' scale.

Deliverables
6.7.1A – Preliminary Track way horizontal alignment plan sheets;

6.7.1B – Preliminary Track way vertical alignment profile sheets;
6.7.1C – Preliminary Typical track way section sheets;
6.7.2A – Special trackwork details plan sheets; and
6.7.3A – Track type evaluation report – draft and final.

6.8. Systems Design Development

The Contractor shall assume that the development of systems plans for the CP Streetcar and CC Streetcar projects proceed concurrently. The Contractor shall develop preliminary systems design plans for each streetcar project, incorporating the following elements:

6.8.1. Traction power system

6.8.1.1. Load Flow Analysis and TPSS Location Identification

The Contractor shall conduct a load flow analysis of the traction power system and identify the TPSS locations (up to 5 for each line as well as additional substations at each of the yard sites). The Contractor shall confirm with the Project Sponsor the project horizontal and profile information basis prior to running the traction power load modelling. The load flow analysis shall include contingency analysis for substations outages, vehicle bunching, and vehicle loading, per the Design Criteria. Software used for load flow analysis shall comply with requirements from the Design Criteria. The analysis shall evaluate optimizing the total number of traction power substations and number and size of rectifiers for each streetcar project. The Contractor shall use the load flow analysis to develop an optimized traction power system approach, in terms of the number and size of substations, and to identify opportunities to co-locate the TPSS with other public facilities in the corridor. The Contractor shall submit a load flow analysis report to the Program Sponsor.

6.8.1.2. Power Feed Requirements and Considerations

The Contractor shall identify the power feed requirements for the traction power substations, as well as the monitoring and control of the traction power substations. The Contractor shall identify the required interface(s) with the power supplier (Dominion Virginia Power) and consider the potential for power supply from the planned Crystal City District Energy program.

6.8.1.3. Preliminary Site Layout and Design

The Contractor shall develop preliminary site layouts and designs for each traction power substation, including:

1) Interior and exterior functional site layout, building footprint, building architecture and orientation;
2) Preliminary designs for the grading, drainage and utilities, site fencing or walls, landscaping, parking areas, and access drives;
3) Preliminary building floor plans, site plans, sections, elevations and details including ground mat requirements and size;
4) Preliminary structural design; and
5) Recommendations for potential use of pre-fabricated units as compared to construct-in-place substations, documenting advantages and disadvantages and cost and schedule implications of each method which be incorporated into the basis of design.

6.8.2. Overhead contact system (OCS)

6.8.2.1. OCS Plans

The Contractor shall develop the preliminary locations, configuration, and structural requirements for the OCS as well as the direct current (dc) feeder systems (above and below grade), and negative return. The Contractor shall identify the required clearance and necessary interface between the OCS and highway bridges at Washington Boulevard over Columbia Pike, I-395 over South Joyce Street, Jefferson Davis Highway over 12th Street South, and the Airport Viaduct over Crystal Drive.

6.8.2.2. Evaluation of Alternative Wire Configuration and Pole Design

The Contractor shall evaluate alternative wire configurations for the OCS and compare them in terms of performance, cost, and visual effects. Off-wire capability shall not be considered. The Contractor shall analyze alternative catenary pole designs, including shared-use poles. The Contractor shall document the alternative evaluations in a draft report for one (1) round of review by the Program Sponsor and shall provide a final report which incorporates comments and revisions.

6.8.3. Traffic signal system

6.8.3.1. Transit Preferential Treatment Opportunity Analysis

The Contractor shall evaluate opportunities to increase transit operational efficiencies. This assessment integrates transit and traffic data including the following elements:

1) Existing transit service routes;
2) Transit stop locations;
3) Existing transit ridership demand at each stop; and
4) Corridor travel speeds and time for transit and auto traffic.

The Contractor shall compile the readily available data from the Program Sponsor and transit operating agencies. The Contractor shall coordinate with WMATA and ART and document their plans for future transit service along the corridor. The analysis shall include:

1) Assessing and coordinating transit stop locations;
2) Assessing opportunities to adjust transit stop locations to improve operations;
3) Assessing and identifying locations for transit preferential treatments such as transit signal priority; and
4) Assessing signal timing plans and phasing for dedicated transit phases.

The Contractor shall produce a draft technical memorandum on opportunities for transit preferential treatments. The technical memorandum shall be finalized after incorporating comments from the Program Sponsor.

6.8.3.2. Concept of Operations Report

The Contractor shall develop a Concept of Operations report for the streetcars and determine how to integrate the traffic signal system with the streetcar control system, including the connection to the wayside equipment. The Concept of Operations includes the accommodation of other facility users (automobiles, pedestrians, and bicycles) to maintain efficient and safe operations with the Streetcar system. The Contractor shall coordinate with the Program Sponsor, Fairfax County, VDOT, and the PMC to determine how best to integrate the streetcar signal and train control requirements into the traffic signal systems, including any transit signal priority that may be implemented. Transit signal system tasks include:

1) Signal timing operations and requirements for dedicated streetcar phases including preceding and terminating flash logic, operating speeds through intersections, actuated operational strategies for gap out and max times, emergency operations;
2) Development of train control protocols and requirements within the traffic signal system;
3) Traffic signal controller testing to accommodate streetcar signal operations;
4) Mark ups of signal timing sheets for dedicated streetcar phases and associated timings;
5) Documentation of controller logic for streetcar operations; and
6) Controller programming for supplemental controller logic.

6.8.3.3. Traffic Signal Design

The Contractor shall identify the locations for new traffic signals and for modifications to the existing traffic signals to accommodate streetcar phases. The Contractor shall develop plans for traffic signal modifications, including transit signal and streetcar detector additions, necessary to accommodate the OCS. The Program Sponsor will provide the Contractor with existing design files, signal plans, or other available documentation. The Contractor shall conduct field inventories of traffic signals. The affected intersections may include but not be limited to:

1) Route 7 at Jefferson Street;
2) South Jefferson Street and Signalized Retail Entrance;
3) South Jefferson Street and Columbia Pike;
4) South Greenbrier Street and Columbia Pike;
5) South Columbus Street and Columbia Pike;
6) South Four Mile Run Drive and Columbia Pike;
7) South Buchanan St and Columbia Pike
8) South Wakefield St and Columbia Pike
9) South Thomas St and Columbia Pike
10) South Taylor St and Columbia Pike
11) South George Mason Drive and Columbia Pike;
12) South Quincy St and Columbia Pike
13) South Monroe St and Columbia Pike
14) South Glebe Rd and Columbia Pike;
15) South Highland St and Columbia Pike
16) South Walter Reed Drive and Columbia Pike;
17) South Barton St and Columbia Pike
18) South Wayne St and Columbia Pike
19) South Courthouse Rd and Columbia Pike
20) South Quinn Street and Columbia Pike;
21) Washington Boulevard interchange ramps at Columbia Pike (west)
22) Washington Boulevard interchange ramps at Columbia Pike (east)
23) South Joyce Street and Columbia Pike – base;
24) South Joyce Street and Columbia Pike – alternative;
25) South Joyce Street and Army-Navy Drive;
26) Army-Navy Drive and Parking Lot
27) Army-Navy Drive and South Hayes Street;
28) South Hayes Street and 12th Street South;
29) 12th Street South and S Fern St
30) 12th Street South and South Clark Street;
31) 12th Street South/Army Navy Dr
32) 15th Street South and Jefferson Davis Highway northbound ramps;
33) 15th Street South and Crystal Dr
34) 18th Street South and South Bell Street;
35) 18th Street South and Crystal Drive;
36) 20th Street South and Crystal Drive;

37) Parking Lot south of 20th Street South and Crystal Drive;
38) Crosswalk north of 23rd Street South and Crystal Drive;
39) 23rd Street South and Crystal Drive;
40) Crystal Drive and 27th Street South/Potomac Avenue;
41) Crystal Drive and 33rd Street South;
42) Jefferson David Highway and South Glebe Road; and
43) Potomac Avenue and South Glebe Road

6.8.3.4. Navy Annex O&M Facility Signal Design

The Contractor shall provide preliminary signal design and conceptual traffic and train control logic/sequencing for the Navy Annex O&M Facility at the following two (2) locations: 1) Central ingress/egress (on Columbia Pike) and 2) lower ingress/egress (on South Joyce Street). This Work shall include determining the signal controller capabilities to accommodate all required movements/phases, the logic requirements, and the number of controller inputs/outputs. Two work sessions with representatives from the relevant teams shall be held – the first to identify constraints and the second to develop the operations plan.

6.8.3.5. Pentagon City O&M Facility Signal Design

The Contractor shall provide preliminary signal design and conceptual traffic and train control logic/sequencing for the Pentagon City O&M Facility at the at the following two (2) locations: (1) ingress/egress point near the intersection of South Eads St/12th Street and (2) ingress/egress point near the intersection of South Eads St/Army-Navy Drive. This Work shall include determining the signal controller capabilities to accommodate all required movements/phases, the logic requirements, and the number of controller inputs/outputs. Two (2) work sessions with representatives from the relevant teams shall be held – the first to identify constraints and the second to develop the operations plan. These two (2) work sessions shall be conducted concurrently with those in Task 6.8.3.6.

6.8.3.6. Crystal City Storage Facility Signal Design

The Contractor shall provide preliminary signal design, conceptual traffic, and train control logic/sequencing for the Crystal City Vehicle Storage Facility at the ingress/egress point at the intersection of Crystal Drive/26th Street. This Work shall include determining the signal controller capabilities to accommodate all required movements/phases, the logic requirements, and the number of controller inputs/outputs. Two (2) work sessions with representatives from the relevant teams shall be held – the first to identify constraints and the second to develop the operations plan. These two (2) work sessions shall be conducted concurrently with those in Task 6.8.3.5.

6.8.4. <u>Train control</u>

The Contractor shall identify the method for switch actuation, control, and monitoring. The Contractor shall develop the requirements for the train-to-wayside communications system. As part of this effort, the Contractor shall identify and compare the range of alternatives for train-to-wayside communications systems in terms of cost and performance capabilities based on review of current and emerging industry practice and shall document the findings in a report. The Contractor shall develop the requirements for the streetcar vehicle detection system in coordination with the development of the vehicle specifications in Task 6.14.

The Contractor shall develop preliminary design drawings for the proposed Train control to include double line track plans, typical wayside equipment details and typical block diagrams for coordination with interrelated systems (communications, automatic vehicle location (AVL) and operational control center (OCC)).

6.8.5. Other Systems Components

6.8.5.1. AVL Systems

The Contractor shall research the AVL systems currently in use in transit operations in the Washington region (including the proposed systems for the DC Streetcar and MTA Purple Line) and shall recommend, in report form, a vehicle location system for use for the streetcar program. Research shall include the following tasks:

1) Transit agency interviews and meetings;
2) Review of case studies and prior research done on transit systems within the Washington, D.C. region; and
3) Communication with AVL system vendors.

The Contractor shall develop performance requirements and outline-level specifications for the automatic vehicle location system.

6.8.5.2. Wayside Passenger Information System

The Contractor shall develop the wayside passenger information system preliminary plans, potentially including both dynamic information signs and public address.

6.8.5.3. Off-Vehicle Ticket Vending

The Contractor shall coordinate and provide input to the Program Sponsor on the off-vehicle ticket vending system, particularly related to equipment location on the station platforms, space needs, and supporting infrastructure requirements. The off-vehicle fare collection system shall be compatible with WMATA's New Electronic Payments Program (NEPP), with the intent to incorporate off-the-shelf equipment or equipment procured as part of NEPP.

6.8.5.4. Preliminary Stray Current Control and Corrosion Protection

The Contractor shall design the stray current control and corrosion protection system to a preliminary level. Typical details and typical spacing of necessary testing stations or other proposed mitigations shall be shown. During this phase, the preliminary stray current and corrosion control systems shall be designed to accommodate Streetcar Infrastructure only.

6.8.5.5. Electromagnetic Interference

The Contractor shall conduct an analysis of electromagnetic interference (EMI) that the streetcar project will produce and potential impacts with respect to adjacent properties and facilities (up to four as identified by the Contractor and approved by the Program Sponsor) and shall identify, in report form, a mitigation plan for identified effects.

Deliverables

6.8.1A – Traction power system load flow analysis report – draft and final;
6.8.1B – Preliminary design plans for traction power substations;
6.8.2A – Preliminary design plans for OCS;
6.8.2B – Alternate Wire Configuration Evaluation Report – draft and final;
6.8.3A – Transit Preferential Treatments Technical memo - draft and final;
6.8.3B – Concept of Operations report - draft and final;
6.8.3C – Preliminary Traffic Signal Preliminary Design Plans;
6.8.3D – Navy Annex Facility Preliminary Signal Design Plans;
6.8.3E – Pentagon City Facility Preliminary Signal Design Plans;
6.8.3F – Crystal City Facility Preliminary Signal Design Plans;
6.8.4A – Preliminary Train Control System design plans;

6.8.5A – Preliminary AVL system report – Draft and Final;
6.8.5B – Preliminary wayside passenger information system plans;
6.8.5C – Station requirements for off-vehicle ticket vending system;
6.8.5D – Stray Current Control and Corrosion Protection Preliminary design plan detail sheets; and
6.8.5E – Electromagnetic interference analysis report – draft and final.

6.9. Station Design Development

The Contractor shall prepare preliminary designs for station stops in both projects. The Contractor shall prepare visualizations for depicting the station stop designs, using techniques as proposed by the Contractor and agreed to by the Program Sponsor, for the purposes of obtaining design input from stakeholders and the community. Designs of above-grade structures shall consider the purposes and intent of the Counties' adopted plans for Baileys Crossroads, Columbia Pike, Pentagon City, and Crystal City. The Contractor shall participate in internal coordination meetings as directed with staff from Arlington County Department of Community Planning, Housing, and Development, Arlington Initiative to Rethink Energy (AIRE), and appropriate Fairfax County Departments, as determined by Fairfax County Department of Transportation.

The Contractor shall develop the following aspects of the station design and prepare preliminary designs for station stops for the two streetcar projects:

1) Platform location, dimensions, access points, and interaction with pedestrian and bicycle traffic;
2) Provision of and design of bicycle parking;
3) Platform amenities configuration (seating, shelter, signing, ticket vending, etc.);
4) Canopy/shelter architecture;
5) Structural design of canopy/shelter;
6) Preliminary design for retaining walls, as needed
7) Landscaping zone and consideration for irrigation;
8) Integration of public art and/or aesthetic enhancements and the streetcar brand identity;
9) General grading plan;
10) Utility location and potential adjustments;
11) Property/right-of-way requirements;
12) Communications and signing systems;
13) Lighting; and
14) Safety and security considerations.

6.9.1. CP Streetcar

The Columbia Pike Transit Stations shall serve as the streetcar station stops along Columbia Pike, designed and implemented by others. The Contractor shall incorporate off-vehicle fare collection and other streetcar equipment into the Columbia Pike Transit Stations.

6.9.1.1. CP Streetcar Station Design

There are six (6) new stop locations for the CP Streetcar project. Three (3) stations are in Pentagon City on Army-Navy Drive, Hayes Street, and 12th Street; and three (3) stations are in Fairfax County at Skyline, Jefferson Street, and Goodwin House. All are anticipated to be median platform stations, except potentially the Skyline station.

The Contractor shall develop the station design for the three (3) new stop locations in Pentagon City and for the three (3) stations in Fairfax County.

For the Fairfax County alignment, the Contractor shall undertake design Work on two alternatives for the Skyline Station. The design shall be developed in the location approved by the Program Sponsor in coordination with Fairfax County. The two locations are:

1) The Skyline West Alternative; and
2) The Skyline East Alternative.

6.9.1.2. General Design Concept

The Contractor shall review the general designs for the Columbia Pike Transit Stations and the CCPY Transitway Stations, to be provided by the Program Sponsor. The Contractor shall develop a maximum of two (2) additional design concepts for the stations in the CP Streetcar project scope.

6.9.1.3. Concept Design Refinement

The station design concepts, which shall be presented through Task 3.0 Agency Coordination and Task 4.0 Public Outreach, shall be refined in this task, based on comments received from the public and agencies.

The Contractor presentations, performed under Tasks 3.0 and 4.0, shall include 2 presentations: one for preliminary concept designs, and one for final concept designs. Following the preliminary round of presentations to the technical, policy, and stakeholder groups as well as the general public, the Contractor shall refine the station design concepts based on feedback received on the designs and design elements important to the community. The Contractor shall define at most two design concepts in consultation with the Program Sponsor, Fairfax County, and the PMC. The Contractor shall then present the final design concepts to the technical, policy, and stakeholder groups, performed under Tasks 3.0 and 4.0, and explain how design input was incorporated, and to solicit final comments. The Contractor shall incorporate feedback into the design development of the selected concepts.

6.9.1.4. Station Safety Plan

The Contractor shall develop the preliminary design for the station safety and security systems for review and comment by the Program Sponsor and Fairfax County. The Contractor shall utilize and include requirements provided by the PMC to provide preliminary design of the stations.

6.9.2. <u>*CC Streetcar*</u>

6.9.2.1. CCPY Transitway Project - Constructed Station Analysis and Design

Five (5) streetcar stops along the CC Streetcar alignment are being constructed as part of the Crystal City Potomac Yard (CCPY) Transitway project: South Glebe Road, 33rd/Crystal, 27th/Crystal, 23rd/Crystal northbound and 18th/Crystal northbound.

The Contractor shall analyze the CCPY Transitway stations as constructed and shall recommend modifications required to accommodate streetcar service. The Contractor shall design modifications to these stations as directed by the Program Sponsor. The modifications shall include streetcar dynamic envelope and loading requirements, fare vending and streetcar related amenities.

6.9.2.2. *CC Streetcar Project - New Station Design*

There are four (4) new stop locations for the CC Streetcar Project: 12th/Clark westbound, 12th/Clark southbound, Crystal City Metrorail Station, and 20th/Crystal southbound.

The Contractor shall utilize the general design concept for the CCPY Transitway stations in Crystal City and design the four new stations in the CC Streetcar project scope.

6.9.2.3. *Concept Design Refinement*

The station design concepts, which shall be presented through Task 3.0 Agency Coordination and Task 4.0 Public Outreach, shall be refined through this subtask based on comments received from the public and agencies.

The Contractor presentations, performed under Tasks 3.0 and 4.0, shall include 2 presentations: one for preliminary concept designs, and one for final concept designs. Following the preliminary round of presentations to the technical, policy, and stakeholder groups as well as the general public, the Contractor shall refine the station design concepts based on feedback received on the designs and design elements important to the community. The Contractor shall define at most two design concepts in consultation with the Program Sponsor, Fairfax County, and the PMC. The Contractor shall then present the final design concepts to the technical, policy, and stakeholder groups, performed under Tasks 3.0 and 4.0, and explain how design input was incorporated, and to solicit final comments. The Contractor shall incorporate feedback into the design development of the selected concepts.

6.9.2.4. *Station Safety Plan*

The Contractor shall develop the preliminary design for the station safety and security systems for review and comment by the Program Sponsor. The Contractor shall utilize and include requirements provided by the PMC to provide preliminary design of the stations.

Deliverables

6.9.1A- Columbia Pike Stations Conceptual design plans;
6.9.1B- Columbia Pike Stations Preliminary architectural, structural, civil, and landscape plans;
6.9.1C- Columbia Pike Station Safety Plans;
6.9.2A- CCPY Transitway Station Analysis Report – draft and final;
6.9.2B- CCPY Transitway Station Modification Plans – as directed;
6.9.2C- Crystal City Stations Preliminary architectural, structural, civil, and landscape plans; and
6.9.2D- Crystal City Station Safety Plans.

6.10. Facilities Design Development

The Contractor shall prepare preliminary designs for an O&M Facility and vehicle storage yard at the Navy Annex site, an O & M Facility and vehicle storage building at the Pentagon City site, a supplemental Vehicle Storage Facility in Crystal City, construction laydown parcels, and the Jefferson Street Transit/Transfer Center. In addition, the Contractor shall prepare designs for major retaining walls associated with the Navy Annex O&M Facility and vehicle storage yard.

In performing this work, the Contractor shall incorporate information and analysis from other subtasks, including environmental analysis (Tasks 5.1 and 5.6), survey (Tasks 6.1.2, 6.1.3, 6.1.4) utilities (Task 6.15), geotechnical studies (Task 6.18), traffic analysis(Task 6.3), civil/roadway (Task 6.6), track way design (Task 6.7), and systems design development(Task 6.8). In addition, the Contractor shall incorporate the vehicle requirements and specifications developed in Task 6.14 into the design of all facilities.

The Contractor shall coordinate with the Program Sponsor and Fairfax County on obtaining community and agency input on the facilities' design Work through the agency and community engagement process described in Tasks 3.0 and 4.0.

The specific scope requirements for each facility and the construction laydown parcels are described in Tasks 6.10.1 through 6.10.5.

6.10.1. O&M and Vehicle Storage Facilities

The Contractor shall prepare preliminary programs and designs for the O&M facility and vehicle storage facility at the Pentagon City and Navy Annex sites and the vehicle storage facility in Crystal City. The design development of the facilities shall comply with all applicable federal, state and local requirements and standards, including federal Americans with Disabilities Act (ADA) requirements and Arlington County zoning and vertical design standards, including the requirement for the development of Building Information Modeling (BIM). The Contractor shall support the Program Sponsor with obtaining review of the facilities by the Arlington County Public Facilities Review Commission.

The following describes the general approach and process that the Contractor shall use to design each facility:

Confirmation of facility concept design. Prior to undertaking the design work, the specific concept design for the facility shall be confirmed. The Contractor shall review the work produced through the previous planning and conceptual design efforts undertaken by other consultants for the Program Sponsor and coordinate with the Program Sponsor on any necessary refinements prior to finalizing the specific facility concept to be carried forward into preliminary engineering.

Facility Program. The programming needs for each facility shall be determined. The Contractor shall review existing project documentation on needs and undertake additional analysis to determine the space programming and operating requirements for each functional area in the facility, including office and administrative space, maintenance bays and work areas, vehicle storage areas, employee and visitor parking, landscaping and areas required by local jurisdictional agencies, including water retention/detention. The analysis shall incorporate the opening year and horizon year revenue vehicle fleet size that will be provided by the Program Sponsor.

The Contractor shall conduct a workshop with other design team members, the Program Sponsor, Fairfax County and the PMC to review and confirm the space needs, requirements and anticipated operating procedures. This shall include a discussion of utilities, systems and track way design considerations as well as best practices from similar facility projects.

The Contractor shall develop a draft facility program report for each facility to summarize the uses and the associated space allocation program. The draft program shall define the space requirements and site spatial requirements for each function and reflect specific code issues, including ADA compliance and applicable building codes. The program shall address the interior areas (offices, shops, maintenance, storage, etc.), the exterior spaces (streetcar storage, non-revenue parking, employee parking, visitor parking, material storage), as well as total site area requirements. The draft program, which shall include a narrative description of the functional areas and operations, staff and vehicle projections and the space program, shall be submitted to the Program Sponsor and revised to include the revisions and additions requested by the Program Sponsor.

Design Criteria. The Contractor shall review the design criteria developed by the Project Sponsor for the project and confirm and recommend to the Program Sponsor any revisions or refinements needed for the design of the facilities. The Contractor shall develop more detailed design criteria for the facilities, including the preliminary functional requirements for building systems, including architectural, structural, mechanical, electrical and plumbing systems. The design criteria will be approved by the Program Sponsor.

Schematic Drawings. The Contractor shall prepare schematic design drawings to illustrate the scale and character of the various uses, their functions and their interrelationships. The Contractor shall develop alternative site and building layouts to accommodate the approved program. The alternatives shall consider a range of considerations, including site development boundaries, access to site and sight distances, adjacent uses, security, topography, location of utilities, applicable code issues, track way requirements and cost considerations. The Contractor shall organize and hold a design charrette for each facility to identify and evaluate alternatives. Each design charrette shall be a continuous four (4) day session for the Contractor design team to review site alternatives and set project priorities. As part of the design charrette, the Contractor shall have a short meeting each day with the Program Sponsor, Fairfax County and stakeholders approved by the Program Sponsor to discuss priorities and review alternative layouts as they are developed. The Program Sponsor, in conjunction with Fairfax County, will approve the schematic design and layout of each facility.

Based on the plans and concepts approved at the workshops, the Contractor shall prepare final rendered site and building floor plans for each facility as display exhibits for public meetings. Three dimensional architectural forms and schematic level design of exterior materials and fenestration shall be created in this phase. Schematics for the overall building core and shell, platforms, wash bays, and canopies shall be identified in this phase. At the same time, preliminary track geometry shall be advanced and the Contractor shall begin developing building models to serve as the initial computer-generated plans for use by all disciplines.

Preliminary design plans. The Contractor shall prepare preliminary design plans for each facility based upon the schematic design and layout alternative approved by the Program Sponsor. The Contractor shall utilize survey, utility, geotechnical and additional information obtained in the other project tasks and progress the design Work to develop preliminary engineering documents for the buildings and site improvements to a level of approximately 30% construction documents. The deliverables shall include facility and site plans for architecture, structural, civil, traction power, track, landscape, mechanical, equipment, electrical and plumbing systems. See list of drawings for more detail.

Additional efforts that shall be undertaken by the Contractor as part of Tasks 6.10.1 and 6.10.2 include the following:

Sustainability - The Contractor shall incorporate sustainability considerations in the design of each facility. Prior to the design workshops, the Contractor and Program Sponsor will meet to establish broad sustainability and energy efficiency goals for each facility. Following the design workshop, the Contractor and Program Sponsor will confirm the sustainable design and construction features that are most effective for each facility and the corresponding LEED points for those features. The Contractor shall develop a LEED Scorecard and LEED Documentation Matrix that will serve as a guide through the LEED process. Examples of possible goals include LEED Silver Certification, aggressive water efficiency targets, or Zero Net Energy (ZNE). The Contractor efforts shall include preparation of a preliminary LEED checklist for HVAC and plumbing; but energy budget or other calculations required to document LEED credits shall be provided by Program Sponsor. During preliminary design, the Contractor shall review the

preliminary design documents to verify that the project is on track to achieve the targeted LEED credits and to identify missing information, conflicting information and opportunities with respect to LEED requirements and shall update the LEED Checklist for each facility.

Code Analysis related to regulations and life safety plans- The Contractor shall conduct a thorough code analysis and shall review and evaluate each facility project with Authorities having Jurisdiction (AHJs). The Contractor shall interface with the departments and/or agencies having jurisdiction and shall work to resolve code or compliance issues. Code and life safety plans shall be prepared for each facility. The Contractor shall note and document in the preliminary Design Submittal for each facility all code and compliance issues requiring special attention. The Contractor shall further its relationships with the AHJs in order to ensure a smooth permitting process.

Public Art and/or aesthetic treatments – If authorized by the Program Sponsor, the Contractor shall integrate public art and/or aesthetic treatments and the streetcar brand identity in the facilities. The effort shall be undertaken as part of Task 6.21 – Public Art Integration.

Visualizations - The Contractor shall prepare visualizations for depicting the facility designs for the purposes of obtaining design input from stakeholders and the community. The visualizations shall include 3-D renderings of each site and building including the relationship of each building with one another on each site. Visualizations will include vertical scale, material selections, and wall openings for each primary view.

6.10.1.1. Pentagon City Programming and Schematic Design

The Contractor shall review prior conceptual design work for the Pentagon City O&M Facility (Alternates 4A and 26B) and shall coordinate with the Program Sponsor on necessary refinements prior to finalizing the specific site and facility concept to be carried forward into preliminary engineering. This facility is intended to support the vehicle storage for the CP Streetcar fleet and the maintenance and administrative needs of both streetcar projects. The Contractor shall:

1) Confirm with the Program Sponsor on the programming needs for the facility, including opening year and horizon year revenue vehicle fleet size, administrative, maintenance, and operational uses required to serve both streetcar projects;
2) Review and confirm space allocation requirements for the operations, administration, maintenance, and vehicle storage functions;
3) Prepare schematic design documents to illustrate the scale and character of the various uses, functions and relationships;
4) Sustainability Design and LEED Certification Coordination:
   a) Set up and facilitate a sustainable facility design workshop to include material, site, systems and operational design opportunities and options to be included in the preliminary facility design;
   b) Develop the LEED Checklist and target points to achieve LEED Silver;
   c) Develop a list of key concept approaches to be carried through Final Design; and
5) Following approval of the schematic designs by the Program Sponsor, develop preliminary design plans.

6.10.1.2. Pentagon City Design Development

The Contractor shall utilize survey, utility identification, geotechnical studies, and additional information obtained in the other project tasks to develop the following:

1) Maintenance facility layouts for the approved schematic design, addressing the number and size of vehicle servicing and maintenance bays, vehicle maintenance support areas

(such as component shops), equipment and parts storage, operator/dispatch facilities and administration facilities;

2) Site layout for the approved schematic design, addressing streetcar layup and circulation track requirements, parking requirements, facility security requirements, traction power substation, building footprint(s), building architecture and orientation and track configurations for accessing the main line;
3) Grading, drainage, stormwater management, sanitary sewer and utilities, site fencing or walls, landscaping, and access drives;
4) Preliminary exterior site layout track vertical and horizontal alignments;
5) Preliminary architectural building floor plans, site plans, sections, elevations and details including:
   a) Facility Renderings;
   b) Building code analysis identifying code required site coverage and access limits, fire separations, allowable building sizes, usage separations and vertical/horizontal circulation limitations;
   c) Architectural building site plan locating buildings, hardscapes, softscapes, egress/access, site signage, amenities, roadways and parking;
   d) O&M Facility and Train Wash Building floor plans depicting all room overall sizes, configurations, adjacencies, dimensions, egressing, and other space requirements;
   e) Other building plans including roof plans, reflected ceiling plans and enlarged floor plans;
   f) Building elevations including all sides, depicting materials, colors, openings;
   g) Building sections both longitudinal and cross sections;
   h) Key building component schedules including door, window and hardware/security
   i) Primary details for key constructability and cost sensitive items;
   j) Finish plans and schedules for floor, wall, and ceiling;
   k) Site and building signage and graphics plan;
   l) Rendered landscape site plan; and
   m) Material Boards with samples of the primary building and interior materials.
6) Preliminary Structural Design: Investigate and develop preliminary alternative framing options of different structural frame materials and layouts and meet with the design team to discuss, coordinate and evaluate. Advance the structural design of the selected system; develop structural calculations and drawings to describe the structural frame and foundations including member sizes, typical details and critical sections for all the critical structural elements of the project:
   a) O&M Facility and Train Wash Building foundation floor plans based on the results of the geotechnical investigation and report recommendations;
   b) Building floor framing and roof framing plans;
   c) Building pit and platform plans and details;
   d) Building sections, details, schedules;
   e) Outline structural specifications; and
   f) The purpose and level of completion of the documents shall be as required to provide clear structural design intent and requirements and to assist the other design team members in their design development and the cost estimator in developing a cost model for the project.
7) Preliminary mechanical, electrical, plumbing, and life safety plans including:
   a) Mechanical/Plumbing/Life Safety:
      i. O&M Facility and Train Wash Building mechanical floor plans and enlarged floor plans with major equipment layout and preliminary single line ductwork layout (no air terminal devices);
      ii. Mechanical major equipment schedules;
      iii. O&M Facility and Train Wash Building plumbing floor plans and enlarged toilet room plans with major equipment and fixture layout, and preliminary

sanitary, industrial wastewater, water, natural gas and roof drainage piping layout;
iv. Plumbing major equipment schedules;
v. Preliminary plumbing riser diagrams;
vi. Building sprinkler/standpipe main feed floor plans; and
vii. Building sprinkler/standpipe riser diagrams.

b) Electrical:
i. O&M Facility and Train Wash Building lighting plan, type of fixtures to be used in the areas;
ii. Building power floor plans (home runs) to major equipment, major electrical system panels, transformers, and switchgear layout;
iii. Building enlarged floor plans of electrical room;
iv. Site power plan with transformer and emergency generator locations;
v. Site and building power single line diagrams; and
vi. Building grounding riser diagrams.

8) Listing of major maintenance industrial equipment including:
a) O&M Facility and Train Wash Building industrial equipment floor plans;
b) Building industrial equipment sections and details; and
c) Building industrial equipment schedules and notes.

9) Integration of public art and/or aesthetic enhancements and the streetcar brand identity, if authorized by the Program Sponsor under task 6.21.

6.10.1.3. Navy Annex Programming and Schematic Design

The Contractor shall review prior conceptual design work for the Navy Annex O&M Facility and shall coordinate with the Program Sponsor on necessary refinements prior to finalizing the specific site and facility concept to be carried forward into preliminary engineering. This facility is intended to support the vehicle fleet storage, maintenance, and administrative needs of the both streetcar projects. The Contractor shall:

1) Confirm with the Program Sponsor on the programming needs for the facility, including opening year and horizon year revenue vehicle fleet size, administrative, maintenance, and operational uses required to serve both streetcar projects;
2) Review and confirm space allocation requirements for the operations, administration, maintenance, and vehicle storage functions;
3) Prepare schematic design documents to illustrate the scale and character of the various uses, functions and relationships;
4) Sustainability Design and LEED Certification Coordination:
a) Set up and facilitate a sustainable facility design workshop to include material, site, systems and operational design opportunities and options to be included in the preliminary facility design;
b) Develop the LEED Checklist and target points to achieve LEED Silver; and
c) Develop a list of key concept approaches to be carried through Final Design.
5) Following approval of the schematic designs by the Program Sponsor, develop preliminary design plans.

6.10.1.4. Navy Annex Design Development

The Contractor shall utilize survey, utility identification, geotechnical studies, and additional information obtained in the other project tasks to develop the following:

1) Maintenance facility layouts, addressing the number and size of vehicle servicing and maintenance bays, vehicle maintenance support areas (such as component shops), equipment and parts storage, operator/dispatch facilities and administration facilities;
2) Site layout, addressing streetcar layup and circulation track requirements, parking requirements, facility security requirements, traction power substation, building

footprint(s), building architecture and orientation and track configurations for accessing the main line;

3) Grading, drainage, stormwater management, sanitary sewer and utilities, site fencing or walls, landscaping, and access drives;
4) Preliminary exterior site layout track vertical and horizontal alignments;
5) Preliminary architectural building floor plans, site plans, sections, elevations and details including:
   a) Facility Renderings;
   b) Building code analysis identifying code required site coverage and access limits, fire separations, allowable building sizes, usage separations and vertical/horizontal circulation limitations;
   c) Architectural building site plan locating buildings, hardscapes, softscapes, egress/access, site signage, amenities, roadways and parking;
   d) O&M Facility, Parking Deck and Train Wash Building floor plans depicting all room overall sizes, configurations, adjacencies, dimensions, egressing, and other space requirements;
   e) Other building plans including roof plans, reflected ceiling plans and enlarged floor plans (toilet, locker, lunch room, and other key operations spaces);
   f) Building elevations including all sides, depicting materials, colors, openings;
   g) Building sections both longitudinal and cross sections;
   h) Vertical circulation plans, sections, elevations;
   i) Key building component schedules including door, window and hardware/security;
   j) Primary details for key constructability and cost sensitive items;
   k) Finish plans and schedules for floor, wall, and ceiling;
   l) Site and building signage and graphics plan;
   m) Rendered landscape site plan; and
   n) Material Boards with samples of the primary building and interior materials.
6) Preliminary Structural Design: Investigate and develop preliminary alternative framing options of different structural frame materials and layouts and meet with the design team to discuss, coordinate and evaluate. Advance the structural design of the selected system; develop structural calculations and drawings to describe the structural frame and foundations including member sizes, typical details and critical sections for all the critical structural elements of the project:
   a) O&M Facility, Parking Deck and Train Wash Building foundation floor plans based on the results of the geotechnical investigation and report recommendations;
   b) Building floor framing and roof framing plans;
   c) Building pit and platform plans and details;
   d) Sections, details, and schedules;
   e) Outline structural specifications; and
   f) The purpose and level of completion of the documents shall be as required to provide clear structural design intent and requirements and to assist the other design team members in their design development and the cost estimator in developing a cost model for the project.
7) Preliminary mechanical, electrical, plumbing, and life safety plans including:
   a) Mechanical/Plumbing/Life Safety:
      i) O&M Facility and Train Wash Building mechanical floor plans and enlarged floor plans with major equipment layout and preliminary single line ductwork layout (no air terminal devices);
      ii) Mechanical major equipment schedules;
      iii) O&M Facility, Parking Deck and Train Wash Building plumbing floor plans and enlarged toilet room plans with major equipment and fixture layout, and preliminary sanitary, industrial wastewater, water, natural gas and roof drainage piping layout;

iv) Plumbing major equipment schedules;
v) Preliminary plumbing riser diagrams;
vi) Building and Parking Deck sprinkler/standpipe main feed floor plans; and
vii) Building and Parking Deck sprinkler/standpipe riser diagrams.

b) Electrical:
i) O&M Facility, Parking Deck and Train Wash Building lighting floor plans, type of fixtures to be used in the areas;
ii) Building power floor plans (home runs) to major equipment, major electrical system panels, transformers, and switchgear layout;
iii) Building enlarged floor plans of electrical room;
iv) Site power plan with transformer and emergency generator locations;
v) Site and building power single line diagrams; and
vi) Building grounding riser diagrams.

8) Listing of major maintenance industrial equipment including:
a) O&M Facility and Train Wash Building industrial equipment floor plans;
b) Building industrial equipment sections and details; and
c) Building industrial equipment schedules and notes.

9) Integration of public art and/or aesthetic enhancements and the streetcar brand identity, if authorized by the Program Sponsor under task 6.21.

6.10.2. <u>Crystal City - Vehicle Storage Facility</u>

6.10.2.1. Crystal City Programming and Schematic Design

Prior to undertaking the design work, the Contractor shall confirm, in consultation with the Program Sponsor, the site and concept design for the facility. The Contractor shall:

1) Confirm with the Program Sponsor on the programming needs for the facility;
2) Review and confirm space allocation requirements for the operations, administration, maintenance, and vehicle storage functions;
3) Prepare schematic design documents to illustrate the scale and character of the various uses, functions and relationships;
4) Sustainability Design and LEED Certification Coordination:
a) Set up and facilitate a sustainable facility design workshop to include material, site, systems and operational design opportunities and options to be included in the preliminary facility design;
b) Develop the LEED Checklist and target points to achieve LEED Silver;
c) Develop a list of key concept approaches to be carried through Final Design; and
5) Following approval of the schematic designs by the Program Sponsor, develop preliminary design plans.

6.10.2.2. Crystal City Design Development

The Contractor shall utilize survey, utility identification, geotechnical studies, and additional information obtained in the other project tasks to develop the following:

1) Site layout for the approved schematic design, addressing streetcar layup and circulation track requirements, parking requirements, facility security requirements, traction power substation, building footprint(s), building architecture and orientation and track configurations for accessing the main line;
2) Grading, drainage, stormwater, sanitary sewer and utilities, site fencing or walls, landscaping, and access drives;
3) Preliminary exterior site layout track vertical and horizontal alignments;
4) Preliminary architectural building floor plans, site plans, sections, elevations and details including:
a) Facility Renderings;

b) Building code analysis identifying code required site coverage and access limits, fire separations, allowable building sizes, usage separations and vertical/horizontal circulation limitations;
c) Architectural building site plan locating buildings, hardscapes, softscapes, egress/access, site signage, amenities, roadways and parking;
d) Building and Pit/Platform floor plans depicting all room overall sizes, configurations, adjacencies, dimensions, egressing, and other space requirements;
e) Other building plans including roof plans, reflected ceiling plans and enlarged floor plans;
f) Building elevations including all sides, depicting materials, colors, openings;
g) Building sections both longitudinal and cross sections;
h) Key building component schedules including door, window and hardware/security;
i) Primary details for key constructability and cost sensitive items;
j) Finish plans and schedules for floor, wall, and ceiling;
k) Site and building signage and graphics plan;
l) Rendered landscape site plan; and
m) Material Boards with samples of the primary building and interior materials.

5) Preliminary Structural Design: Investigate and develop preliminary alternative framing options of different structural frame materials and layouts and meet with the design team to discuss, coordinate and evaluate. Advance the structural design of the selected system; develop structural calculations and drawings to describe the structural frame and foundations including member sizes, typical details and critical sections for all the critical structural elements of the project:
   a) Building and pit/platform foundation floor plans based on the results of the geotechnical investigation and report recommendations;
   b) Building floor framing and roof framing plans;
   c) Building pit and platform plans and details;
   d) Sections, details, and schedules;
   e) Outline structural specifications; and
   f) The purpose and level of completion of the documents shall be as required to provide clear structural design intent and requirements and to assist the other design team members in their design development and the cost estimator in developing a cost model for the project.
6) Preliminary mechanical, electrical, plumbing, and life safety plans including:
   a) Mechanical/Plumbing/Life Safety:
      i. Building and pit/platform mechanical floor plans and enlarged floor plans with major equipment layout and preliminary single line ductwork layout (no air terminal devices);
      ii. Mechanical major equipment schedules;
      iii. Building and pit/platform plumbing floor plans and enlarged toilet room plans with major equipment and fixture layout, and preliminary sanitary, industrial wastewater, water, natural gas and roof drainage piping layout;
      iv. Plumbing major equipment schedules;
      v. Preliminary plumbing riser diagrams;
      vi. Building sprinkler/standpipe main feed floor plans; and
      vii. Building sprinkler/standpipe riser diagrams.
   b) Electrical:
      i. Building and pit/platform lighting floor plans, type of fixtures to be used in the areas;
      ii. Building and pit/platform power floor plans (home runs) to major equipment, major electrical system panels, transformers, and switchgear layout;
      iii. Building enlarged floor plans of electrical room;

iv. Site power plan with transformer and emergency generator locations;
v. Site and building power single line diagrams; and
vi. Building grounding riser diagrams.

7) Listing of major maintenance industrial equipment including:
   a) Building and pit/platform industrial equipment floor plans;
   b) Building and pit/platform industrial equipment sections and details; and
   c) Building and pit/platform industrial equipment schedules and notes.
8) Integration of public art and/or aesthetic enhancements and the streetcar brand identity, if authorized by the Program Sponsor under task 6.21.

6.10.3. Temporary Construction Staging/Lay down Parcel

The Contractor shall assess the adequacy of the temporary construction staging/lay down parcels included in the CP Streetcar AA/EA Study as well as the draft CC Streetcar EA. The Contractor shall also identify additional needed construction staging/lay down areas, and establish the requirements, including the preferred locations and sizes of the parcels. Access to the parcels, including ingress and egress, shall be included. The Contractor shall present their findings in report format for review and revise the report to include revisions requested by the Program Sponsor.

6.10.4. Jefferson Street Transit/ Transfer Center Site

6.10.4.1. Confirmation of Design Concept

The Contractor shall review prior conceptual design work completed for the Jefferson Street facility (off-street transfer center, kiss-and-ride and park-and-ride facility) and coordinate with the Program Sponsor and Fairfax County on the specific facility concept to be carried into preliminary engineering. The facility is intended to support streetcar passengers who are dropped off by cars or transfer from Fairfax County buses. The facility will be modified from the facility documented in the AA/EA and shall include the following elements:

1) On-street bus stops on Jefferson Street; two (2) stops serving Jefferson Street Station (1 northbound Jefferson Street and 1 southbound Jefferson Street) and two (2) stops on Route 7 serving Skyline Station (one eastbound on Route 7 adjacent to the Skyline station, one westbound on Route 7 across from the Skyline Station); the bus stops shall include concrete aprons, sidewalk connections, signage and other amenities;
2) Extended right turn lane on Jefferson Street (southbound) to accommodate the bus stops and passenger drop off movements; and
3) Kiss-and-ride facility on private retail property, with minimal improvements (signage, covered seating, enhanced lighting, bike racks and other minor supporting amenities); a lease agreement is envisioned for the property usage.

6.10.4.2. Programming and Design Development

The Contractor shall utilize survey, utility, geotechnical, and other information obtained in other tasks and undertake additional data collection and analysis. The specific efforts include:

1) Confirming with the Fairfax County and the Program Sponsor on the programming needs for the facility, including anticipated bus/streetcar transfer ridership and the projected number of buses that will operate on Jefferson Street and Route 7; this shall be based upon the updated Streetcar Operating Plan to be developed by the Program Sponsor;
2) Reviewing and confirming requirements for the kiss-and-ride facility, including drop off and circulation, signage, seating and other amenities;
3) Determining the appropriate locations, designs, space requirements and amenities (shelters, trash receptacles, benches) for the bus stops based upon the applicable

Fairfax County and VDOT bus stop standards; the effort may involve identifying requirements to accommodate real time passenger information displays at the stops;

4) Preparing schematic design documents to illustrate the scale and character of the bus stops, kiss-and ride facility and right turn lane;
5) Following approval of the schematic designs by Fairfax County and the Program Sponsor, developing preliminary design plans for the bus stops, kiss-and ride facility and right turn lane to a 30% design level; and
6) Identifying property requirements for each facility.

In undertaking the effort, the Contractor shall address applicable design requirements, including drainage and storm water management.

6.10.5. Major retaining walls related to Navy Annex O&M Facility - OPTIONAL

If this optional subtask is authorized, the Contractor shall provide engineering and technical services for the Navy Annex O&M Facility retaining walls. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule for the environmental effort if the Work is required. The Contractor shall provide the necessary preliminary engineering services for major retaining walls. Major retaining walls are those exceeding certain heights applicable for standard retaining walls, such as those defined in VDOT Road and Bridge Standards, Section 400 – Retaining Walls, Standard "RW-3" (VDOT RW-3). Major retaining walls include CIP cantilever walls, post-and-panel walls (also know as soldier pile wall), and propriety wall system such as Mechanically Stabilized Earth (MSE) walls. Required major retaining walls shall be identified and confirmed through coordination with other disciplines and through existing structural evaluations (Task 6.1.6).

Deliverables

6.10A – Design Criteria Review;
6.10.1A - Pentagon City program confirmation, schematic design, and facility report;
6.10.1B - Pentagon City AHJ Code Review Report– draft and final;
6.10.1C - Pentagon City Preliminary Design;
6.10.1D - Pentagon City Updated LEED scorecard and Documentation Matrix;
6.10.1E - Navy Annex program confirmation, schematic design, and facility report;
6.10.1F - Navy Annex AHJ Code Review Report– draft and final;
6.10.1G - Navy Annex Preliminary Design;
6.10.1H - Navy Annex Updated LEED scorecard and Documentation Matrix;
6.10.2A – Crystal City program confirmation, schematic design, and facility report;
6.10.2B - Crystal City AHJ Code Review Report– draft and final;
6.10.2C - Crystal City Preliminary Design;
6.10.2D - Crystal City Updated LEED scorecard and Documentation Matrix;
6.10.3A- Assessment Report for Laydown Parcels– draft and final;
6.10.4A - Jefferson Street Transit/Transfer Center confirmation of conceptual design;
6.10.4B - Jefferson Street Transit/Transfer Center preliminary design plans;
6.10.5A – Navy Annex Retaining Wall Preliminary design reports - OPTIONAL;
6.10.5B - Navy Annex Retaining Wall Preliminary design and analysis calculations - OPTIONAL; and
6.10.5C - Navy Annex Retaining Wall Preliminary plans – OPTIONAL.

6.11. Structural

6.11.1. Evaluation of Impacts

For each streetcar project, the Contractor shall evaluate the impact of the proposed alignment on existing structures, including bridges, retaining walls, and drainage facilities. The Contractor shall prepare a summary report for each structure with recommendations for structural modifications and associated preliminary cost estimates for approval approved by the Program Sponsor. These structures and associated impacts include:

1) Skyline Complex. Evaluations of retaining walls, elevated structures (decks), and underground structures pertaining to the two alternative station designs.
2) Bridge over Four Mile Run. The structural evaluation report shall follow the VDOT inspection format. The report shall include the evaluation of and recommendation for the existing stone masonry retaining wall adjacent to the western-most existing pier.
3) Columbia Pike under Washington Boulevard. Evaluation of vertical clearance, existing footings for piers, abutments, and wing walls.
4) 12th Street under Jefferson Davis Highway. Evaluation of vertical clearance, existing footings for piers, abutments, and wing walls.
5) Crystal Drive under Airport Viaduct. Evaluation of vertical clearance, existing footings for piers, abutments, and wing walls.
6) Airport Viaduct Ramp parallel to Crystal Drive. Evaluation of vertical clearance, existing footings for piers, abutments, and wing walls.
7) Joyce Street under Washington Boulevard and I-395. Evaluation of vertical clearances, existing footings for piers, abutments, and wing walls.
8) Potomac Yard Parking Structures. Evaluation of underground parking structures in Potomac Yard.
9) Pentagon City and Crystal City Structures. Evaluation of underground parking structures and other potentially affected structures in Pentagon City and Crystal City.
10) WMATA Facilities. Evaluation of Metrorail running tunnel and stations under and near South Hayes Street and 18th Street South.

This Work shall be coordinated with the Civil/Roadway and Track Way design tasks. The intent of this evaluation is to further define the scope of final design work. The Contractor will be provided structure as-built plans from the Program Sponsor for all structures listed.

6.11.1.1. Lenox Apartments Parking Garage. OPTIONAL

If this optional subtask is authorized, the Contractor shall provide a structural assessment of the Lenox Apartments parking garage. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if the Work is required. The Contractor will be provided structure as-built plans from the Program Sponsor. Preliminary Design of Four Mile Run Bridge.

The Contractor shall analyze and recommend the design of modifications to the Four Mile Run Bridge to accommodate the streetcar project elements. The Contractor shall verify the conceptual partial superstructure replacement and rehabilitation as outlined in the AA/EA Report for further consideration for the preliminary design, considering the applicable design codes and standards as well as the overall serviceability and maintenance of the proposed designs. The Contractor shall draft a preliminary design report to include the feasibility of the conceptual design as well as maximum of two (2) additional alternatives for the partial superstructure replacement. The recommendations shall address the track type as an attachment and support of the OCS. Upon concurrence by the Program Sponsor, the Contractor shall develop preliminary design plans for the modification or reconstruction of the

Four Mile Run Bridge, including typical sections, superstructure design, substructure design, construction sequencing, and construction impacts on Four Mile Run.

The existing stone masonry retaining wall adjacent to the western-most pier shall be inspected and evaluated as outlined in Task 6.1.6 as a part of existing Four Mile Run Bridge structure assessment; it is not included in the preliminary design Work for the Four Mile Run Bridge.

6.11.2. Preliminary Design of New Retaining Walls

The Contractor shall verify the feasibility of the concept designs as provided by the Program Sponsor for Skyline Complex for further consideration in preliminary design.

The Contractor shall provide the necessary preliminary engineering services for major retaining walls, including those that may be required along South Jefferson Street and along Route 1 in Crystal City. Major retaining walls are those exceeding certain heights applicable for standard retaining walls, such as VDOT RW-3. Major retaining walls include CIP cantilever walls, post-and-panel walls (also known as soldier pile walls), and propriety wall systems, such as MSE walls. Required major retaining walls shall be identified and confirmed through coordination with other disciplines and through existing structural evaluations under Task 6.1.6.

6.11.3. Preliminary Design of Modifications to Other Existing Structures- OPTIONAL

Modifications to the following existing structures are contingent upon the recommendations to be determined as part of the evaluation reports for existing structures. If this optional subtask is authorized, the Contractor shall provide additional Preliminary Design of modifications to other existing structures. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule if any of the Work is required. The Program Sponsor will provide the Contractor with as-built plans for the structures listed in this subtask.

6.11.3.1. 12th Street under U.S. Route 1 Jefferson Davis Highway- OPTIONAL

If required, the modification and preliminary engineering shall include the following existing structure components:

1) Abutment footings. The preliminary engineering effort includes minor retrofit design of the abutment footings, noting that it is assumed that the existing foundation will be adequate to handle the additional projected load imposed by the Streetcar Project.
2) Abutment stems (breastwalls). The preliminary engineering effort includes minor retrofit design of the abutment breastwalls, noting that it is assumed that the existing structure will be adequate to handle the additional projected load imposed by the Streetcar Project.
3) Superstructure. The preliminary engineering effort includes an existing steel superstructure capacity check to support the new additional superstructure details to manage a potential sub-standard vertical under-clearance and minor modifications, such as addition of steel plates, miscellaneous steel members, and/or limited repair.

6.11.3.2. Crystal Drive under Airport Viaduct- OPTIONAL

If required, the modification and preliminary engineering shall include the following existing structure components:

1) Footing(s) for the two, multi-column piers directly adjacent to Crystal Drive. The preliminary engineering effort includes minor retrofit design of the footings noting that it is assumed that the existing foundation will be adequate to handle the additional projected load imposed by the CC Streetcar project.

2) Columns for the two piers. The preliminary engineering effort includes minor retrofit design of the columns. It is assumed that the existing structure will be adequate to handle the additional projected load imposed by the CC Streetcar project.

6.11.3.3. Joyce Street under Washington Boulevard and I-395- OPTIONAL

This optional subtask includes nine (9) existing VDOT bridge structures going over Joyce Street. If required and authorized by the Program Sponsor, the modification and preliminary engineering shall include the following existing structure components:

1) Footings for adjacent impacted piers and abutments. The preliminary engineering effort includes minor retrofit design of the footings noting that it is assumed that the existing foundation will be adequate to handle the additional projected load imposed by the Streetcar project.
2) Columns for the impacted piers. The preliminary engineering effort includes minor retrofit design of the columns and piers noting that it is assumed that the existing structure will be adequate to handle the additional projected load imposed by the Streetcar project.
3) Superstructure. The preliminary engineering effort includes existing steel superstructure capacity checks to support the new additional superstructure details to manage a potential sub-standard vertical under-clearance and minor modifications such as addition of steel plates, miscellaneous steel members, and/or limited repair.

6.11.3.4. Underground Parking Structures - OPTIONAL

Underground Parking Structures for Lenox Apartments, Potomac Yard, Pentagon City and Crystal City - Preliminary engineering includes the analyses and minor modification design of the parts of the existing underground parking structures identified to be impacted by the additional load (overburden weight) imposed by the CC Streetcar project. It is assumed that these existing underground structures are satisfactorily designed for and are in satisfactory condition to bear the existing overburden dead and live loads.

6.11.3.5. WMATA Metrorail Tunnel and Station - OPTIONAL

For the WMATA Tunnel and Stations under South Hayes Street and 18th Street South, the Preliminary Engineering includes the analyses and minor modification design of the parts of the existing underground WMATA tunnel and station structures identified to be impacted by the additional load (overburden weight) imposed by the CP Streetcar project. It assumed that these existing underground structures are designed and are in satisfactory condition to bear the existing overburden dead and live loads.

Deliverables

6.11.1A - Skyline Complex Evaluation Report – draft and final;
6.11.1B - Bridge over Four Mile Run Evaluation Report – draft and final;
6.11.1C - Columbia Pike under Washington Boulevard Evaluation Report – draft and final;
6.11.1D - 12th Street under Jefferson Davis Highway Evaluation Report – draft and final;
6.11.1E - Crystal Drive under Airport Viaduct Evaluation Report – draft and final;
6.11.1F - Airport Viaduct Ramp parallel to Crystal Drive Evaluation Report – draft and final;
6.11.1G - Joyce Street under Washington Boulevard and I-395 Evaluation Report – draft and final;
6.11.1H - Potomac Yard Parking Structures Evaluation Report – draft and final;
6.11.1I - Pentagon City and Crystal City Structures Evaluation Report – draft and final;
6.11.1J - WMATA Facilities Evaluation Report – draft and final;
6.11.1K - Lenox Apartments Parking Garage Evaluation Report – draft and final - OPTIONAL;
6.11.2A -Four Mile Run Bridge Preliminary Design Report – draft and final;
6.11.2B - Four Mile Run Bridge Preliminary Design and Analysis Calculations;

6.11.2C - Four Mile Run Bridge Preliminary Plans;
6.11.3A - South Jefferson Street Retaining Walls Preliminary Design Report – draft and final;
6.11.3B - South Jefferson Street Retaining Walls Preliminary Design and Analysis Calculations;
6.11.3C - South Jefferson Street Retaining Walls Preliminary plans;
6.11.3D - Route 1 Retaining Walls Preliminary Design Report – draft and final;
6.11.3E - Route 1 Retaining Walls Preliminary Design and Analysis Calculations;
6.11.3F - Route 1 Retaining Walls Preliminary plans;
6.11.4A - 12th Street under U.S. Route 1 Preliminary plans - OPTIONAL;
6.11.4B - Crystal Drive under Airport Viaduct Preliminary plans - OPTIONAL;
6.11.4C - Joyce Street under Washington Boulevard and I-395 Preliminary plans - OPTIONAL;
6.11.4D - Underground Parking Structures Preliminary plans - OPTIONAL; and
6.11.4E - WMATA Tunnel and Stations Preliminary plans - OPTIONAL.

6.12. Property Identification Plans

6.12.1. Preparation of Plans

Using the property mosaic base developed under Task 6.1.3 and field verified, the Contractor shall prepare Property Identification Plans for both streetcar corridors, including traction power substation locations, O & M facilities, vehicle storage facilities, and laydown areas.

6.12.1.1. Deed Information

The Contractor shall obtain deed information for affected parcels and shall depict identified property ownership and easements on the Property Identification Plans.

6.12.1.2. Acquisition Limits

The Contractor shall indicate limits of acquisition on these plans for parcels or portions of parcels that will need to be acquired in fee or that will require permanent or temporary easements for construction, transit operations, public access, or utility or drainage easements.

6.12.1.3. ROW Requirements

The plans shall address right-of-way requirements for the projects and associated facilities. The Property Identification Plans shall meet Program Sponsor, Fairfax County, and the latest VDOT Right-of-Way Manual of Instructions and requirements and shall be sealed by a land surveyor licensed in the Commonwealth of Virginia.

6.12.2. Impact Matrix

The Contractor shall prepare a Summary Impact Matrix that documents the identified right-of-way acquisition needs, including parcel identification number, parcel description, area to be acquired, general purpose of the acquisition, and the nature of the interest to be acquired (e.g., fee acquisition, temporary construction easement, etc.). The Contractor shall use available property value information to determine an order of magnitude cost for each acquisition.

6.12.3. Final Plats

The preparation of plats for acquisition shall conform to the VDOT Right of Way Manual of Instructions and requirements and shall be sealed by a land surveyor licensed in the Commonwealth of Virginia.

Although not exhaustive, listed below are potential right-of-way acquisitions that could require the preparation of plats under this task; additional acquisitions may be required per the Contractor's design development and analysis efforts such as the sight distance evaluation.

Columbia Pike Streetcar

1) Five traction power substations, locations to be determined;
2) Utility easements for traction power feeds between the traction power substations and the streetcar running alignment;
3) Skyline station site;
4) Widening of Jefferson Street between the retail entrance and Route 7 in Bailey's Crossroads;
5) Temporary or permanent easements for retaining wall construction associated with South Jefferson Street re-grading;
6) Corner clip at intersection of South Jefferson Street and Columbia Pike;
7) Corner clip at intersection of South Joyce Street and Columbia Pike;
8) Corner clip at intersection of South Joyce Street and Army-Navy Drive;
9) Corner clip at intersection of South Hayes Street and Army-Navy Drive;
10) Corner clip at intersection of South Hayes Street and 12th Street South; and
11) Construction easements for streetcar elements over WMATA's Metrorail tunnel in Pentagon City.

Crystal City Streetcar

1) Five traction power substations, locations to be determined;
2) Utility easements for traction power feeds between the traction power substations and the streetcar running alignment;
3) Corner clip at intersection of 12th Street South and South Clark Street;
4) Corner clip at intersection of 18th Street South and Crystal Drive;
5) Corner clip at intersection of 12th Street South and Crystal Drive;
6) Construction easements for streetcar elements over WMATA's Metrorail tunnel in Crystal City; and
7) Realignment of 15th Street ramps along Jefferson Davis Highway.

6.12.3.1. Preliminary Plats

Once the Property Identifications are approved by the Program Sponsor at the conclusion of Preliminary Engineering design development, the Contractor shall prepare preliminary plats (up to 40) for acquisition. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget and schedule. The Contractor shall submit the preliminary plats to the Program Sponsor, Fairfax County, or VDOT (as appropriate) for review and approval.

6.12.3.2. Title Reports and Final Plats

The Contractor shall obtain title reports for all of the parcels platted under task 6.12.3.1 and shall adjust the existing property information on the plats to reflect information from the title reports. The Contractor shall submit the final plats to the Program Sponsor for approval.

Deliverables:

6.12.1A - Property Identification Plans;
6.12.2A - Summary Impact Matrix - Draft and Final;
6.12.3.1A – Preliminary plats for parcels identified for acquisition; and
6.12.3.2A – Title Reports and Final Plats.

6.13. NOT USED

6.14. Vehicle Design Specifications

The primary focus of this effort is to develop the vehicle design specifications. This shall be achieved by establishing the overall design and operational requirements of the vehicle required to operate successfully on the intended alignment. Whenever possible, the Program Sponsor would like to minimize customization and maximize Commercial Off-The-Shelf (COTS) available items.

The Program Sponsor will develop and provide to the Contractor the preliminary overall technical requirements for the vehicle. The Program Sponsor will develop the draft commercial terms for the vehicle procurement. The Contractor shall coordinate with the Program Sponsor on refinement of the commercial terms and the integration with the technical specifications. The Program Sponsor will provide direction relating to the procurement process for the vehicles to enable the Contractor to develop the technical specifications in line with this direction.

The Program Sponsor will develop the draft operating and maintenance plan (O&M) which will assist in the development of the technical requirements for the vehicle. The Contractor shall assist the Program Sponsor in revising the O&M Plan as the technical specifications are developed and shall incorporate the relevant information into the technical specifications.

6.14.1. Development of Vehicle Technical Specifications

Following approval of the design requirements by the Program Sponsor, the Contractor shall develop the draft vehicle technical specifications. Working with the technical requirements developed by the Program Sponsor, the Contractor shall propose the format for the specifications for approval by the Program Sponsor. The Contractor shall develop performance-based vehicle technical specifications to focus on:

1) Delivering a vehicle that achieves the overall technical requirements; and
2) Leveraging existing vehicle designs within the marketplace to maximize participation in the procurement process.

The specification format shall be based upon accepted industry practice and formats for streetcar technical specifications in comparable procurements. The following list provides chapter titles that shall be included within the vehicle technical specifications; the order of the chapters is subject to change dependent upon coordination with the Program Sponsor:

1) Introduction- incorporates Definitions and Abbreviations (consistent with commercial terms), standards referenced in the document, and a Description of Work for the contract;
2) Design and Performance Criteria- provides a comprehensive description of the vehicle performance requirements that all proposers will be obligated to meet. The requirements will reflect the Program Sponsor's operational needs and applicable industry standards and practices, while allowing proposers to offer a vehicle based on off-the-shelf designs, minimizing cost and risk for both parties;
3) Carbody;
4) Coupler;
5) Cab;
6) Doors;
7) HVAC;

8) Lighting;
9) Electrical;
10) Propulsion;
11) Trucks;
12) Braking;
13) Communications;
14) Interior;
15) Vehicle Trainline and Local Signal Architecture;
16) Monitoring and Diagnostics;
17) Software;
18) Materials and Workmanship;
19) Testing;
20) Program Management and Quality Assurance;
21) System Support; and
22) Reliability, Availability, Maintainability and Safety.

The technical specifications shall identify the Program Sponsor's operating conditions and service plan, comprehensively identify performance requirements based on these conditions, and clearly explain the criteria necessary to establish compliance with those requirements. Each section shall include a Contract Deliverable Requirements List (CDRL), specifically identifying the submittals necessary to demonstrate compliance.

The Contractor shall prepare draft vehicle specifications as well as final vehicle specifications that incorporate the revisions and additions approved by the Program Sponsor.

The Contractor shall work closely with the PMC and the Program Sponsor to align the technical and commercial aspects of the vehicle Request for Proposals (RFP). This is to align items such as milestone payments with acceptance of technical CDRLs and the vehicle production schedule.

6.14.2. Cost Estimates

The Contractor shall prepare draft preliminary cost estimates for the vehicles using information from the Program Sponsor and PMC regarding the estimated timing and size of the vehicle order and required commercial provisions, including Buy America requirements. The cost estimates shall be developed for each project: CP Streetcar and CC Streetcar, and shall be presented in FTA SCC format. The Contractor shall finalize the cost estimates following Program Sponsor review.

6.14.3. Technical Specification Industry Review- OPTIONAL

If this optional subtask is authorized, the Contractor shall provide engineering and technical support documentation and assistance with the industry review of the technical specifications. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The effort shall involve the Contractor preparing cover materials along with technical questions for the carbuilders, assisting in conducting the technical element of the one-on-one meetings with the respondents, and documenting questions, answers, and how carbuilder input was reflected in the revised technical specifications

6.14.4. Support for County-Led Vehicle Procurement- Standard Project Delivery- OPTIONAL

In the event that the Project Sponsor and Fairfax County decide to issue a procurement for streetcar vehicles using a conventional vehicle procurement approach, the Program Sponsor may negotiate with the Contractor for assistance with the procurement effort. If this optional subtask is authorized, the Contractor shall provide support for a County-led vehicle procurement using a conventional vehicle procurement approach (e.g. not part of an alternate project delivery approach such as Design-Build-Operate- Maintain (DBOM)). The assistance shall include technical advisory and support services. The effort may include attendance at meetings with the Program Sponsor, PMC, and other entities to discuss requirements and review draft specifications, preparation of draft responses to potential offerors' questions, and reviewing the technical elements in offerors' proposals. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, deliverables, budget, and schedule if the Work is required.

Deliverables

6.14.1A - Vehicle technical specifications – draft and final;
6.14.2A - Vehicle preliminary capital cost estimates for each project - draft and final;
6.14.3A – Industry Review Summary Report - OPTIONAL;
6.14.3B - Updated Technical Specifications – OPTIONAL; and
6.14.4A – Technical support for procurement – OPTIONAL.

6.15. Basis of Design Report

This report documents the basis of design that went into the development of preliminary engineering designs. This report is intended to be a complete compendium of the assumptions, decisions, and information that form the basis for the preliminary engineering and design. The Contractor shall compile written results of the preliminary engineering tasks into a Basis of Design summary report that details key findings for each of the design task areas for each streetcar project for the following:

1) CP Streetcar;
2) CC Streetcar;
3) Four Mile Run Bridge Modifications;
4) Pentagon City - O&M Facility;
5) Navy Annex - O&M Facility & Vehicle Storage;
6) Crystal City - Vehicle Storage;
7) CP Streetcar Stations;
8) CP Streetcar Systems;
9) CC Streetcar Stations; and
10) CC Streetcar Systems.

The Contractor shall submit the report to the Program Sponsor and finalize the report based upon Program Sponsor direction.

Deliverables

6.15A - Basis of Design Report - draft and final.

6.16. Constructability Review and Value Engineering

6.16.1. Constructability Review

The Contractor shall participate in a Constructability Review workshop with the Program Sponsor, Fairfax County staff, and the PMC for each project. The purpose of the constructability review is

to evaluate the design with the goals of streamlining the bidding process, minimizing change during construction, improving contractor productivity, enhancing quality, and promoting construction safety. The Contractor shall provide design information developed as part of Task 6.0 in support of this workshop for:

1) CP Pike Streetcar;
2) CC Streetcar;
3) Pentagon City O&M Facility;
4) Navy Annex O&M Facility & Vehicle Storage;
5) Crystal City - Vehicle Storage Yard;
6) CP Streetcar Stations;
7) CC Streetcar Stations;
8) CP Streetcar Systems;
9) CC Streetcar Systems; and
10) Four Mile Run Bridge Modification.

6.16.2. Value Engineering

The Program Sponsor will perform a Value Engineering review during the Preliminary Engineering phase of the projects. The Contractor shall provide information developed as part of the design Work to the value engineering team in advance of the workshop. The Contractor shall make a presentation at the start of the value engineering workshop to inform the value engineering team about the scope of the project, the current status of the design work, and to answer questions from the team before they engage in the value engineering exercise. The Contractor shall not be an on-going part of the value engineering team workshop or effort apart from the initial presentation and review of the team's conclusions. Changes to the design and plans resulting from a Value Engineering session are not included in the Work.

Deliverables
6.16A – Participation in Constructability Review workshop;
6.16B – Previously Developed Designs and Information; and
6.16C – Participation in Value Engineering review workshop.

6.17. Safety and Security Compliance

The Contractor shall integrate safety and security into each phase of the projects' development process to comply with FTA Safety and Security Management Program (SSMP) requirements as well as Department of Homeland Security requirements. The Contractor shall review the safety and security requirements for incorporation into the preliminary design as identified in the Design Criteria and FTA required project plans and other documentation, including safety and security checklists received from the PMC. The Contractor shall work with the Program Sponsor, PMC project safety and security committees, and oversight agencies to ensure that all requirements are satisfactorily addressed in each design submission. The Contractor shall participate in up to two (2) meetings with safety and security committees and oversight agencies at the direction of the Program Sponsor. In addition to participation in these meetings, the Contractor shall communicate with the committees and Program Sponsor and PMC by telephone or email, as may be necessary, for required clarification or to address other safety and security related design issues.

The Contractor shall work closely with the Program Sponsor and PMC to complete the safety and security checklist, developed by the PMC, to document that the Contractor's preliminary engineering design submission addresses all identified applicable project safety and security requirements.

Deliverables
6.17A - Participation in safety and security meetings; and
6.17B - Completed Preliminary Engineering Safety and Security checklists.

6.18. Construction Cost Estimates

6.18.1. Cost Estimate and Methodology Report

6.18.1.1. Cost Estimate Methodology Report

The Contractor shall prepare and submit a cost estimating methodology report to the Program Sponsor prior to the initiation of the estimating effort. The methodology report shall provide the basis for the preparation of construction cost estimates for the elements included in Tasks 6.6 through 6.11. The methodology shall include quantity take-offs, development of unit costs, and extension of costs. The cost estimates shall be developed for each streetcar project and shall be presented in FTA SCC format, following the WBS.

The preliminary engineering design phase cost estimate shall be a mix of historical unit price and crew price methods based on the design detail of particular elements. The ratio of historical unit price to crew price shall range from 50/50 to 30/70 respectively.

Methods of estimating unit prices:

1) Historical Bid Price Method as a basis for establishing unit prices for a proposed project, based on past unit price bids for similar Work adjusted for time and project location using a recognized construction cost index.
2) Time and Material Method, also known as Crew Price Method, of development for unit prices based on nationally recognized productivity, local labor and equipment rates from a similar or same database; and material or subcontract costs from the same data base or as obtained by the estimating team for the project.

These methods may be used either individually or in combination. For the preliminary engineering estimates, the Time and Material or Crew Price Method has begun to replace historical bid prices for those items that can be quantified based on actual preliminary designs or appropriate assumptions which can significantly contribute to the project's total cost. In some cases, neither the Historical Bid Price Method nor the Time and Material Method accurately portray the cost, in which case a specialized cost method shall be utilized.

The Program Sponsor will provide to the Contractor the results of the risk workshop for use in establishing the contingency that the Contractor shall include in the PE cost estimates. The Contractor shall review and validate assignments of allocated and unallocated contingency and shall establish contingency per SCC line item (i.e. 10.10 Track: Embedded). The Contractor shall prepare costs in base year and year of expenditure based on completing the SCC worksheet tabs for inflation and schedule with associated cost loading for the project duration.

The Contractor shall perform a cost confidence analysis to evaluate the effects of uncertainties in the cost estimate basis. The cost confidence analysis outlines the foreseeable project cost risks and provides a set of actions to be taken to both prevent the risk from occurring and reduce the impact of the risk should it eventuate. More specifically, the assessment includes:

1) A list of the foreseeable cost risks during the project;
2) A rating of the likelihood of each cost risk's occurring;
3) A rating of the impact on the project should each cost risk actually occur;
4) A priority rating of the overall importance of each cost risk;

5) A set of preventative actions to reduce the likelihood of the cost risk's occurring;
6) A set of contingent actions to reduce the impact should the cost risk eventuate; and
7) A process for managing cost risks through the project.

The Contractor shall prepare a draft cost estimate methodology report and finalize the report to include the revisions requested by the Program Sponsor.

6.18.1.2. Construction Cost Estimates

The Contractor shall prepare construction cost estimates for the elements described in Tasks 6.6 through 6.11 using the methodology established in Task 6.18.1.1. The Contractor shall update the cost estimates following Program Sponsor review.

The Preliminary Engineering Design Phase cost estimate shall include detailed cost estimating of the Work for items such as demolition of existing structures and roads, stormwater drainage, refined structural items (bridges and retaining walls), utility relocations, waterline relocations, sewer line relocations, systems integration, grading and drainage for stations, utilities for stations, electrical/mechanical, and fire protection. The cost estimates shall include the cost of the general and special provisions of the construction contract.

Deliverables
6.18A - Cost Estimate Methodology Report - draft and final;
6.18B – Cost Confidence Analysis – draft and final; and
6.18C - Cost Estimates –draft and final.

6.19. Outline Specifications

The Contractor shall prepare Outline Specifications for the related elements described in Tasks 6.6 through 6.11. The Outline Specifications shall include general description of what the specification covers, a listing of the standards cited in section, and a list of other sections expected to be in the specification. The format for the specifications shall be submitted to the Program Sponsors for approval prior to their development. The Outline Specifications are to cover items not covered under current Arlington County and VDOT standard specifications, as well as list those standard Arlington County and VDOT specifications used by the streetcar projects. The Contractor shall prepare Outline Specifications for review and comment by Program Sponsor and shall incorporate revisions. Outline Specification submittals shall include second and third interim plan submittals and the final submittal for the following:

1) CP Streetcar;
2) CC Streetcar;
3) CP Streetcar Stations;
4) CC Streetcar Stations;
5) CP Streetcar Systems;
6) CC Streetcar Systems;
7) Four Mile Run Bridge Modification; and
8) Navy Annex O&M Facility & Vehicle Storage and Pentagon City O&M Facility and Crystal City Vehicle Storage Facility.

Deliverables
6.19A- Draft Outline Specifications; and
6.19B- Final Outline Specifications.

6.20. Construction Permit Evaluation

The Contractor shall prepare a list of construction related permits required for project facilities and infrastructure for each streetcar project and provide a recommended approach to obtain each permit based on the permitting agency's standard of practice. The Contractor shall document this evaluation in a draft memorandum and finalize the memorandum to reflect revisions requested by the Program Sponsor.

Deliverables
6.20A – Construction Permit Memorandum – draft and final.

6.21. Public Art Integration- OPTIONAL

If this optional subtask is authorized, the Contractor shall coordinate with an artist that will be retained by the Program Sponsor to integrate public art and/or aesthetic enhancements into the design of vehicles and facilities. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The Contractor shall lead the integration of the public art into the project design. The effort shall involve attendance at meetings with Program Sponsor, Fairfax County, and the artist to discuss potential treatments or enhancements, analysis of the implications of the potential treatments, including cost, durability, maintenance, and security considerations, and development of recommendations on the preferred aesthetic enhancements and their integration into project design.

Deliverables
6.21A - Meeting Attendance – OPTIONAL;
6.21B - Analysis of potential treatments – draft and final- OPTIONAL;
6.21C - Aesthetic Enhancements Recommendations – draft and final – OPTIONAL; and
6.21D - Incorporation of design requirements for aesthetic enhancements into the Preliminary Engineering plans and specifications – OPTIONAL.

6.22. Design Collateral Materials - OPTIONAL

If this optional subtask is authorized, the Contractor shall develop design collateral materials to illustrate the design of specific project elements. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. The purpose of the materials is to convey to members of the public, stakeholders, and review agencies that infrastructure elements being developed for the corridors function as an integrated system of quality and continuity including facilities, lighting, alignments, overhead wires, stations, vehicle design, landscape, streetscape, and integration of public art and aesthetic treatments.

Deliverables
6.22A- Illustrative plans, sections and perspectives- OPTIONAL.

Task 7.0 Support for Design-Build (DB), Design-Build-Operate-Maintain (DBOM) or Public-Private Partnership (P3) Solicitation - OPTIONAL

If the Program Sponsor, in conjunction with Fairfax County, determines that one or both streetcar projects will be implemented through a Design-Build (DB), Design-Build-Operate-Maintain (DBOM), or Public-Private-Partnership (P3) contracting arrangement, one or more subtasks in this task may be authorized. If this optional subtask is authorized, the Contractor shall provide support for a County-led procurement using an alternative project delivery method. The Program Sponsor will coordinate with the Contractor to develop the appropriate scope, budget, and schedule if the Work is required. No Work shall be performed by the Contractor on

this task unless a written Notice to Proceed is issued by the Project Sponsor for the specific services.

7.1. Performance-Based Technical Provisions

7.1.1. Infrastructure and Facilities

The Contractor shall prepare engineering performance-based technical provisions for the streetcar infrastructure and facilities. The provisions shall focus on the design and construction elements of the project and will be used by the Project Sponsor to develop the contractual technical requirements for the DB, DBOM, or P3 solicitation.

7.1.1.1. Performance Based Technical Provisions - Infrastructure

The Contractor shall expand the Outline Specifications prepared as part of Subtask 6.19 to develop performance-based technical provisions. The provisions shall describe the project and the associated improvements, the quality of the assets and services to be delivered along with the procedures to be followed by the DB or DBOM Contractor or the P3 concessionaire in the project design and construction, including the environmental, utilities, geotechnical, and permitting requirements. The technical provisions shall be presented as performance requirements and shall not specify the means and methods for the DB or DBOM Contractor or P3 concessionaire. The specific format for the technical provisions will be confirmed by the Program Sponsor.

7.1.1.2. Performance Based Technical Provisions - Facilities

The O & M facilities to be incorporated in the technical provisions shall consist of one of the following: (1) the Navy Annex O & M facility and vehicle storage yard or (2) the Pentagon City O & M facility and vehicle storage yard and the Crystal City vehicle storage facility. The specific facility will be confirmed by the Project Sponsor in advance of the Work effort.

7.1.1.3. Technical Provision Update

The Contractor shall update the draft technical provisions and shall modify the provisions to include revisions and additions requested by the Program Sponsor. The effort shall involve the Contractor attending meetings with the Program Sponsor, PMC, and other entities to discuss the scope and format for the technical provisions as well as review the draft technical provisions document.

7.1.2. Vehicles

The Contractor shall prepare draft and final engineering performance-based technical provisions for the vehicles for the specific project delivery method confirmed by the Program Sponsor (DB, DBOM, or P3). The Contractor shall modify the vehicle technical specifications prepared as part of Task 6.14 to develop comprehensive performance-based technical provisions for the vehicle element. The technical provisions shall define the precise scope, technical parameters, and quality of the vehicle assets and services to be delivered. The technical provisions shall be presented as performance requirements and not specify the means and methods for the DB or DBOM Contractor or P3 concessionaire. The specific format for the technical provisions will be provided by the Program Sponsor. The full vehicle technical specifications shall be available to be provided as a reference document for the RFP package.

7.2. Reference Design Package

7.2.1. Infrastructure and Facilities

The Contractor shall develop the reference design package for the DB, DBOM, or P3 procurement. The purpose of the reference design package is to define the main elements of the projects in sufficient detail to enable prospective offerors for the DB, DBOM, or P3 contract to thoroughly understand the projects, the completed design work, as well as the mandatory design and construction requirements. The elements to be included in the reference design package shall include infrastructure and facilities. The specific format for the design package will be provided to the Contractor by the Program Sponsor prior to the preliminary design package submittal.

7.2.1.1. Reference Design Package Development

The Contractor shall utilize the preliminary engineering plans developed as part of task 6.0 and coordinate with Program Sponsor to develop the draft reference design package. The reference design package will clarify the mandatory elements as well as the elements that will be the responsibility for the DB, DBOM, or P3 Contractor to confirm. The specific format for the reference design package will be provided by the Program Sponsor.

7.2.1.2. Reference Design Package Refinement

The Contractor shall modify the reference design package to include up to two (2) revisions and additions requested by the Program Sponsor. The effort shall involve the Contractor attending meetings with the Program Sponsor, PMC, and other entities to discuss the scope and format for the project reference design package, as well as review of the draft reference design package.

Deliverables
7.1.1A - Technical Performance-Based Provisions for infrastructure – draft and final
7.1.1B - Technical Performance-Based Provisions for facilities – draft and final
7.1.2A - Technical Performance-Based Provisions for vehicles –- draft and final
7.2.1A - Reference Design Package for Infrastructure – draft and final; and
7.2.1B - Reference Design Package for Facilities – draft and final.

ATTACHMENT 2
Survey Effort for Streetcar Preliminary Engineering

Project Areas	Control Survey	Boundary Survey	Topographic Survey and Base Mapping	Utilities
	Task 6.1.2	Task 6.1.3	Task 6.1.4	Task 6.1.5
Columbia Pike				
Route 7 (Leesburg Pike) for 600 feet west of Jefferson Street to 600 feet east of Jefferson Street	Yes	Yes	Yes	Yes
Jefferson Street from Leesburg Pike to Columbia Pike	Yes	Yes	Yes	Yes
Columbia Pike from 100 feet west of Jefferson St to northern edge of I 395 on South Joyce St, including the Navy Annex O&M facility site	Yes	Yes	Program Sponsor will provide the EDC with Topographic survey from 2009 and a survey of the Navy Annex O&M Facility site from 2013. Note: At the completion of construction for the Columbia Pike Multimodal project the topographic survey and base map may be updated for the Columbia Pike segments (A-I) as defined in the optional tasks listed as part of task 6.1.4	Yes Note; an optional task in task 6.1.4 is for an updated utility survey in Columbia Pike segments A-I following completion of the CP Multimodal project construction.
South Joyce Street from the northern edge of I-395 to 100 feet south of Army-Navy Drive	Yes	Yes	Yes	Yes
Army-Navy Drive from 100 feet west of South Joyce Street to 12th Street South	Yes	Yes	Yes	Yes
South Hayes Street from Army-Navy Drive to 100 feet south of 12th Street South	Yes	Yes	Yes	Yes
12th Street South from South Hayes St to eastern edge of South Fern Street	Yes	Yes	Yes	Yes
12th Street South from eastern edge of South Fern Street to western edge of South Eads Street	Yes	Yes	Optional task listed as part of task 6.1.4	Yes

Project Areas	Control Survey	Boundary Survey	Topographic Survey and Base Mapping	Utilities
12th Street South from western edge of South Eads Street to western edge of Route 1	Yes	Yes	Yes	Yes
Pentagon City LPA O&M Facility and South Eads Street	Program Sponsor will provide the EDC with a survey completed in 2013	Program Sponsor will provide the EDC with a survey completed in 2013	Program Sponsor will provide the EDC with a survey completed in 2013	Program Sponsor will provide the EDC with a survey completed in 2013
Crystal City				
12th Street South from western edge of Route 1 to Crystal Drive	Yes	Yes	Yes	Yes
Crystal Drive from 12th Street South to southern edge of 33rd Street South, including the Crystal City Vehicle Storage Facility site	Yes	Yes	Yes Note: At the completion of construction of the CCPY Transitway the topographic survey and base map may be updated for this segment from 26th Street South and as further defined in the optional task listed as part of task 6.1.4	Yes Note: an optional task in task 6.1.4 is an updated utility survey for this segment following completion of construction of the CCPY Transitway
South Clark St from 12th Street South to 18th Street South	Yes	Yes	Optional task listed as part of task 6.1.4	Yes
18th Street South from South Eads Street to Crystal Drive	Yes	Yes	Yes	Yes

Project Areas	Control Survey	Boundary Survey	Topographic Survey and Base Mapping	Utilities
Crystal Drive from southern edge of 33rd Street South to eastern edge of Route 1 then along Crystal City Potomac Yard (CCPY) transitway alignment to 100 feet south of South Glebe Road	Yes	Yes	At the completion of construction of the CCPY Transitway the topographic survey and base map may be updated for this segment as defined in the optional task listed as part of task 6.1.4	Yes Note: an optional task in task 6.1.4 is an updated utility survey for this segment following completion of construction of the CCPY Transitway
South Glebe Road from eastern edge of Route 1 to eastern edge of Potomac Avenue	Yes	Yes	At the completion of construction of the CCPY Transitway the topographic survey and base map may be updated for this segment as defined in the optional task listed as part of task 6.1.4	Yes Note: an optional task in task 6.1.4 is an updated utility survey for this segment following completion of construction of the CCPY Transitway
Potomac Avenue from northern edge of South Glebe Road to 200 feet south of Four Mile Run bridge	Yes	Yes	At the completion of construction of the CCPY Transitway the topographic survey and base map may be updated for this segment as defined in the optional task listed as part of task 6.1.4	Yes

Arlington – Fairfax Streetcar Program
Proposed Cost Allocation for Streetcar Engineering Contract
Based on Offeror August 29, 2014 Submission

Base Work		**Cost**		**Arlington**		**Fairfax**
Specific project tasks						
CC	$	4,391,601	$	4,391,601	$	-
CP	$	5,203,117	$	4,183,306	$	1,019,811
Total	$	9,594,718	$	8,574,907	$	1,019,811
Both Project Tasks - Infrastructure						
CC	$	1,201,624	$	1,201,624	$	-
CP	$	3,248,836	$	2,612,064	$	636,772
Total	$	4,450,460	$	3,813,688	$	636,772
Both Project Tasks - Vehicles						
CC	$	212,754	$	212,754	$	-
CP	$	372,377	$	299,391	$	72,986
Total	$	585,131	$	512,145	$	72,986
Facility Tasks						
CC	$	805,323	$	805,323	$	-
CP	$	2,534,900	$	2,038,060	$	496,840
Total	$	3,340,223	$	2,843,383	$	496,840
Total Base						
CC	$	6,611,302	$	6,611,302	$	-
CP	$	11,359,230	$	9,132,821	$	2,226,409
Total	$	17,970,532	$	15,744,123	$	2,226,409

Contingency on Base Work		**Cost**		**Arlington**		**Fairfax**
CC	$	991,695	$	991,695	$	-
CP	$	1,703,885	$	1,369,923	$	333,961
Total	$	2,695,580	$	2,361,618	$	333,961

Arlington – Fairfax Streetcar Program
Proposed Cost Allocation for Streetcar Engineering Contract
Based on Offeror August 29, 2014 Submission

Optional Tasks		**Cost**		**Arlington**		**Fairfax**
Specific project tasks						
CC	$	1,364,207	$	1,364,207	$	-
CP	$	2,011,723	$	1,617,425	$	394,298
Total	$	3,375,930	$	2,981,632	$	394,298
Both Project Tasks - Infrastructure						
CC	$	164,839	$	164,839	$	-
CP	$	445,677	$	358,324	$	87,353
Total	$	610,516	$	523,163	$	87,353
Both Project Tasks - Vehicles						
CC	$	202,217	$	202,217	$	-
CP	$	353,935	$	284,564	$	69,371
Total	$	556,152	$	486,781	$	69,371
Facility Tasks						
CC	$	14,002	$	14,002	$	-
CP	$	781,009	$	627,931	$	153,078
Total	$	795,011	$	641,933	$	153,078
Total Options						
CC	$	1,745,265	$	1,745,265	$	-
CP	$	3,592,344	$	2,888,244	$	704,099
Total	$	5,337,609	$	4,633,510	$	704,099

Total Base + Options		**Cost**		**Arlington**		**Fairfax**
CC	$	8,356,567	$	8,356,567	$	-
CP	$	14,951,574	$	12,021,065	$	2,930,509
Total	$	23,308,141	$	20,377,632	$	2,930,509

Total Base + Options + Contingency		**Cost**		**Arlington**		**Fairfax**
CC	$	9,348,262	$	9,348,262	$	-
CP	$	16,655,459	$	13,390,989	$	3,264,470
Total	$	26,003,721	$	22,739,251	$	3,264,470

Board Agenda Item
October 7, 2014

ACTION - 6

Testimony for Public Hearing on Commonwealth of Virginia's Draft Revised Fiscal Year 2015-2020 Six-Year Improvement Program and Upcoming FY 2016 – 2021 Six-Year Improvement Program for Interstate, Primary, and Urban Highway Systems and Public Transportation

ISSUE:
Comments and testimony on the Virginia Department of Transportation (VDOT) Draft Revised FY 2015-2020 and upcoming FY 2016 – 2021 Six-Year Improvement Program (SYIP). The Commonwealth's public hearing will be held on October 16, 2014, at 6:00 p.m., at VDOT's Northern Virginia District Office, Fairfax, Virginia. Written comments will be accepted until October 30, 2014.

RECOMMENDATION:
The County Executive recommends that the Board approve the attached testimony, Attachment I, transmitting its comments regarding the proposed revision to the FY 2015-2020 SYIP and upcoming FY 2016 – 2021 SYIP.

TIMING:
Action should be taken on this item on October 7, 2014, so that the Board's position on the SYIP can be presented to the Commonwealth Transportation Board (CTB) at its public hearing on October 16, 2014.

BACKGROUND:
The CTB has scheduled public hearings across the Commonwealth to receive testimony regarding a draft Revised FY 2015-2020 SYIP which was released by the Virginia Department of Transportation on September 18, 2014. The draft Revised SYIP was prepared to reflect a reduction in projected statewide revenues and to transition to the new prioritization process, referred to as House Bill 2 (HB 2), which was approved by the General Assembly this year and signed into law by Governor Terry McAuliffe. HB 2 directs the CTB to develop and implement a prioritization process for projects funded by the CTB which must be used for project selection by July 1, 2016.

- The development of this process must be done in cooperation with Metropolitan Planning Organizations (MPOs) and, in the case of Northern Virginia, the Northern Virginia Transportation Authority (NVTA). The CTB must also solicit

input from localities, transit authorities, other transportation authorities, and other stakeholders.

- The process must consider, at a minimum: congestion mitigation, economic development, accessibility, safety, and environmental quality. The factors can be weighted differently for each of the Commonwealth's transportation districts, but congestion mitigation must be weighted highest for Northern Virginia and Hampton Roads.
- The CTB may exempt projects in the current SYIP that have completed the state environmental review or National Environmental Policy Act (NEPA) processes. Certain funds and programs are excluded: maintenance, CMAQ, RSTP, federal Highway Safety Improvement Program funds, urban and secondary road program funds, Transportation Alternatives, and revenue sharing. The CTB can develop a prioritization process for these funds, but will defer to individual localities for secondary and urban road funds and must follow federal funding and planning requirements for federal funds.

The initial phase of implementing HB 2 includes the revision of the existing SYIP by removing $416 million from more than 60 projects across the state. These projects, which were not previously fully funded and have not completed the National Environmental Policy Act (NEPA) process, will be included in the HB 2 prioritization process. The $416 million in allocated funding has been set aside for prioritization. The projects remain in the six-year program and could be selected for funding once they are scored through the prioritization process.

The one project in Fairfax County affected by the HB 2 adjustment is the I-66 at Route 28 Interchange Improvements – Phase I project. The FY 2015-2020 SYIP, adopted by the CTB on June 18, 2014, included $50 million for this project. The Draft Revised SYIP removed $35 million from the program, leaving only $15 million for design, engineering, and partial right-of-way costs. This is a critical project for Fairfax, Prince William, and Loudoun Counties since the existing interchange does not operate efficiently for either I-66 or Route 28. Major congestion occurs at this interchange, as well as on Route 28, I-66, and Route 29 as a result of this dysfunction. The primary scope of the project is to remove signalized movements and provide more direct access to both highways improving vehicle flow and significantly reducing traffic congestion and delays. The $15 million that remains on the project appears to be enough to continue the design process for the project while it is evaluated in the HB 2 process. Although the specifics of the HB 2 evaluation process have not been developed, County staff believes that the I-66/Route 28 project should score well, due to the severe congestion at this interchange.

The Board is also requested to endorse and provide recommendations for the upcoming FY 2016-2020 SYIP at the CTB Public Hearing. The County Executive recommends

that the Board approve these comments and recommendations listed as a part of Attachment 1.

VDOT continues to prioritize, fund, and construct projects primarily through the Six-Year Program. Projects that are the subject of the public hearing and comment period include Interstate and Primary Highway projects (and Urban projects in cities and towns), and public transit projects. Secondary Road Programs are subject to separate joint VDOT/County public hearings.

The schedule for the FY 2016 – FY 2021 Six-Year Program begins this fall with initial public hearings. From October through March, revenue estimates, schedule and cost updates, recommended project allocations, cash flow analyses, and project allocations returned from the MPOs will be undertaken. The FY 2016 - FY 2021 Program is scheduled for adoption by the CTB in June 2015.

The CTB indicated that comments received at the public hearings, or through written comments, will be used to formulate the Revised FY 2015-2020 SYIP and new FY 2016-2021 SYIP which will be distributed for review in spring 2015. The CTB is expected to consider a Final Revised FY 2015-2020 SYIP at its November meeting and consider the new FY2016-2021 in June 2015.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment I: Testimony and Letter to Secretary Aubrey Lane, Jr., Transmitting the Board's Comments.

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Todd Minnix, Chief, Transportation Design Division, FCDOT
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FDCOT
Michael Lake, Coordination and Funding Division, FCDOT
Karyn Moreland, Capital Projects and Operations Division, FCDOT
Noelle Dominguez, Coordination and Funding Division, FCDOT

ATTACHMENT I

Testimony of _____,
Fairfax County Board of Supervisors
Regarding the
Draft Revised FY 2015 - 2020 Virginia Department of Transportation Six-Year Improvement Program for Interstate, Primary, and Urban Systems and Public Transportation
October 16, 2014

Secretary Layne, Commissioner Kilpatrick, Director Mitchell, and members of the Commonwealth Transportation Board: I am _____, Fairfax County Board of Supervisors. I am here today to present testimony on the proposed revisions to the FY 2015-2020 and upcoming FY 2016-2021 Six-Year Improvement Program (SYIP). I appreciate this opportunity to testify before you to provide comments on the proposed changes to the current Program and looking forward to the preparation of next year's SYIP.

First, Fairfax County recognizes and appreciates funding the CTB has provided for a major program and a major project in the County in the revised FY 2015-2020 SYIP:

- The addition of $51,000 for the County's regular, on-going TDM Program and six-year TDM plan. These funds help address a need for cost-effective alternatives to increasing capacity and reducing peak period traffic on our roads by attracting single-occupant vehicle drivers to carpools or transit, shifting work schedules away from traditional peak hours, and allowing more employees to work at home. The County's TDM program also facilitates better environmental outcomes, improved public health, and stronger communities.
- The addition of $8.9 million to Fairfax County for the Columbia Pike Streetcar project. These funds will be used for Program Management and Engineering Design services for the project. This project will enhance public transportation in the Columbia Pike corridor and help revitalize the Bailey's Crossroads area. The streetcar will provide access from Skyline and Bailey's Crossroads to Pentagon City, Crystal City, and Potomac Yard in Arlington. Riders will also be able to connect to other regional transportation systems in the area. The

Commonwealth's assistance with this project will help accelerate the project timeline by one year and reduce the overall cost by $25 million.

The County is concerned that funding for the I-66/Route 28 Interchange, one of the County's priorities, has been reduced by $35 million in the Revised Program, so that the project can be evaluated using the H.B. 2 process. The $15 million remaining in the revised program should fund the design, preliminary engineering and partial right-of-way costs. However, this crucial project affects commuters and travelers, not only in Fairfax County, but in Prince William and Loudoun Counties as well. Extensive congestion on both Route 28 and I-66 also creates a disincentive for development in western Fairfax County. The Board recognizes the purpose of HB 2, but as this process moves forward, we ask that you give significant consideration to this project, as delaying its progress would further degraded an already worsening traffic congestion situation on I-66, Route 28, and Route 29, three of the region's major highways.

In addition to the requests for the revised SYIP, we request that the CTB also consider our previous requests from our testimony last April for the upcoming FY 2016-2021 SYIP. Some of the projects we had requested additional funding or the assurance of funding for include:

- The Commonwealth's participation in the Tysons transformation to a transit-oriented, mixed-use area, particularly in funding and implementing the Route 7 widening between the Dulles Toll Road and Reston. We are disappointed to see that no additional funding has been added to advance the design and right-of-way work for this project beyond the current design work. $22.5 million is needed for the design of the widening from Reston Avenue to Jarrett Valley Drive.
- Although the Virginia Department of Transportation (VDOT) has identified funding to study existing conditions, $1.5 million is needed for a Fairfax County Parkway and Franconia-Springfield Parkway Corridor Improvement Study. The

objective is to consider what the Parkways would look like in the future and how much capacity they will provide.

- Additional funds for the reconstruction of the I-95/Fairfax County Parkway Interchange at Newington, which is needed to continue to address the increase in personnel at Fort Belvoir due to the BRAC realignment. The adopted program only shows $4.2 million of the $82.6 million needed.
- As recommended by the Reston Metrorail Access Group (RMAG), the Fairfax County DOT has completed a Feasibility Study for the Soapstone Drive Connector /Overpass over the Dulles Toll Road which will provide multi-modal connectivity and accessibility to the Wiehle-Reston East Metrorail Station between Sunset Hills Road and Sunrise Valley Drive. The County requests that the CTB provide $6.9 million for design and engineering of this project.

Lastly, the CTB can allocate up to $500 million to projects before funds are provided to the construction fund. Partially due to this provision, the secondary construction program will receive no significant new funds until after FY 2020. This is especially alarming as localities have not received funds for this program since FY 2010. Fairfax County looks forward to hearing the recommendations from the Secretary's office regarding methods to provide assistance for local transportation projects, as is required in the recently passed budget. However, the County also recommends that this set aside be eliminated or modified at the very least, to ensure equitable distribution of funds to each region. In addition, consideration should be given to updating the highway funding allocation formulas to better reflect the congestion relief and highway maintenance needs throughout the Commonwealth.

We request that the County’s testimony be made a part of the proposed Six-Year Program public hearing record, and that full consideration be given to these comments in preparing the final allocation document for the Revised FY2015 – FY2020 and Draft FY2016-2021 Six-Year Programs. Thank you for this opportunity to provide comments on behalf of Fairfax County. If you need any further clarification or information, please let me know.

October 16, 2014

The Honorable Aubrey Layne
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Building, Third Floor
1111 East Broad Street
Richmond, Virginia 23219

Dear Secretary Layne:

On behalf of the Fairfax County Board of Supervisors, I am writing to provide you and the other Commonwealth Transportation Board (CTB) members comments regarding the Draft Revised FY 2015 – 2020 and upcoming FY 2016 – 2021 Virginia Department of Transportation Six-Year Improvement Program (SYIP) for Interstate, Primary, and Urban Systems and Public Transportation. On October 7, 2014, the Board discussed Fairfax County's transportation projects modified in the Revised FY 2015-2020 Plan and the projects that should be identified in the upcoming FY 2016-2021 program. Subsequently, the Board approved the attached testimony, which incorporates the County's comments.

The Board requests that this letter and its attachment be made a part of the public comments record, and that full consideration be given to these comments in preparing the Final Revised FY2015 – FY2020 and preparation of the upcoming FY 2016 – 2021 SYIP.

Thank you for the opportunity to provide comments on the draft program. If you need any clarification or further information, please let me know.

Sincerely,

Sharon Bulova

Attachments: a/s

cc: Members, Commonwealth Transportation Board
Members, Fairfax County Delegation to the General Assembly
Members, Fairfax County Board of Supervisors
Charles A. Kilpatrick, Commonwealth Transportation Commissioner
Jennifer Mitchell, Director, Virginia Department of Rail and Public Transportation
Helen Cuervo, Northern Virginia District Administrator, Virginia Department of Transportation
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation

Board Agenda Item
October 7, 2014

ACTION – 7

Approval of Comments to the Virginia Department of Environmental Quality on Proposed Federal Rule 111(d) Regarding Emissions Reductions from Fossil-Fueled Power Plants

ISSUE:
Board authorization to submit comments to the Virginia Department of Environmental Quality (DEQ) on proposed federal Rule 111(d), regarding reductions in carbon dioxide emissions from fossil-fueled power plants.

RECOMMENDATION:
The County Executive recommends that the Board submit the attached comments to the DEQ regarding proposed federal Rule 111(d).

TIMING:
Board action is requested on October 7, 2014 to conform to the original comment deadline of October 16, 2014. Federal Register notice released September 25, 2014, extended the comment deadline to December 1, 2014.

BACKGROUND:
On June 18, 2014, the U.S. Environmental Protection Agency (EPA) published a proposed rule titled "Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units." The proposal establishes state-specific goals for carbon dioxide (CO2) emissions from the power sector, as well as guidelines for states to follow in developing plans to achieve these state-specific goals. The EPA projects that nationwide, by 2030, the rule will achieve average CO2 emissions reductions of approximately 30 percent from the nationwide 2005 CO2 emissions level. The proposed rule is an exercise of the EPA's authority under § 111(d) of the Clean Air Act, 42 U.S.C. § 7411(d), and so is referred to as proposed Rule 111(d). The Virginia Department of Environmental Quality (DEQ), which will be responsible for developing a compliance plan, is preparing comments to the EPA regarding the proposed rule and its potential impacts in Virginia.

On September 23, 2014, the Board noted that proposed Rule 111(d) could have an impact on both the environment and residents and directed staff to prepare comments

to the DEQ citing strengths of the EPA proposal as well as areas of potential concern, including the impact on electric rates. A draft letter is provided as Attachment 1.
One of the rule's most significant strengths is the flexibility it affords states in developing their plans to achieve EPA's interim and final emissions reductions targets. The EPA calculated each state's final CO2 emissions reduction goal for 2030 by estimating what it described as reasonable (as opposed to maximum) potential reductions from each of four types of activities, or "building blocks." According to the EPA, Virginia can optimize these four building blocks in order to meet EPA's goal to decrease Virginia's CO2 emissions 38 percent by 2030, as compared to its 2012 emissions. As shown below, EPA estimates that 74 percent of Virginia's 2030 emissions reductions could be achieved from two building blocks: shifting from coal-fired generation to natural gas (43 percent) and increasing low or zero emissions generation (i.e., renewable and nuclear generation) (31 percent):

Virginia's 2012 CO2 emissions rate	1,302 lbs/MWh	
CO2 emissions reductions achievable by building block:		
1. Shift dispatch from coal to natural gas	- 211 lbs/MWh	(43%)
2. Increase low or zero emissions generation	- 153 lbs/MWh	(31%)
3. Increase energy efficiency	- 84 lbs/MWh	(17%)
4. Improve the efficiency (heat rate) of coal plants	- 44 lbs/MWh	(9%)
Virginia's 2030 CO2 emissions rate	810 lbs/MWh	(100%)
Change from 2012 to 2030	- 38%	

Significantly, the four building blocks are used only to set a state's interim and final emissions targets. States are free to develop their own plans or to engage in multi-state planning, so long as those plans allow the state to achieve its EPA-established targets. States may build on existing programs and policies or develop new ones.

The focus of the proposal is reducing CO2 emissions. According to the EPA, total monetized climate benefits associated with the proposal are estimated at $30 billion to $59 billion by 2030. However, implementation also will reduce emissions of criteria (ex. NOx and Sox) and toxic pollutants (ex. mercury) associated with coal-fired generation, providing health and environmental benefits. The EPA projects a total of $27 billion to $62 billion in monetized health benefits nationwide by 2030.

While EPA's proposal should result in significant benefits associated with emission reductions, there are still several areas of concern. The first concern is the impact of Rule 111(d) on customers' monthly electricity bills. However, according to EPA's projection, the compliance costs for the rule are expected to be relatively modest, with "[a]verage monthly electricity bills anticipated to increase by roughly 3 percent in 2020, but decline by approximately 9 percent by 2030."

A second potential concern for customers involves the need for continued state and utility flexibility in the compliance period 2020-2030. Rule 111(d) is predicated on state flexibility in the development of compliance plans, but does not appear to incorporate or provide for comparable flexibility in the 2020-2030 period. This flexibility would allow states and utilities to accommodate developments not expressly addressed by the proposal, including technological innovation (e.g., energy storage), shifting patterns of energy use (e.g., increasing use of electric vehicles), or changes in grid management practices (e.g., dispatch of resources predicated on environmental considerations). The ability to accommodate these and other developments should help maximize both emissions reductions and benefits to customers.

EPA's emissions proposal has already been anticipated by Virginia's electric utility industry. Over the last decade, the state's largest electric utility, Dominion Virginia Power, has already taken steps to reduce its emission levels by closing or converting seven coal-fired power plants. In addition, Dominion has received regulatory approvals to construct two major combined-cycle natural gas generation project that incorporate state-of-the-art emission reduction technologies Further, Virginia has abundant renewable resources. According to the 2010 Virginia Energy Plan, the state has the technical potential to generate 11,000 to 13,000 MW from solar production and has 28,100 MW of potential offshore wind generating capacity.

ENCLOSED DOCUMENTS:
Attachment 1 – Draft letter to Mr. Michael Dowd, Director, Air Division, Virginia Department of Environmental Quality

STAFF:
David J. Molchany, Deputy County Executive
Kambiz Agazi, Environmental Coordinator
Michael S. Liberman, Director, Department of Cable and Consumer Services
Steve Sinclair, Chief, Public Utilities Branch, DCCS
Susan Hafeli, PUB Utility Analyst, DCCS

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

SHARON BULOVA
CHAIRMAN

October 7, 2014

Mr. Michael Dowd, Director
Air Division
Division of Air Program Coordination
Virginia Department of Environmental Quality
629 East Main Street
P.O. Box 1105
Richmond, VA 23218

Subject: EPA Proposed Rule 111(d)

Dear Mr. Dowd:
These comments are submitted on behalf of the Fairfax County Board of Supervisors (the Board), which approved this letter at its October 7, 2014 regularly scheduled public meeting.

The Board has long supported policies and actions that promote environmental stewardship and address climate change. The recent proposal by the U.S. Environmental Protection Agency (EPA) to limit the carbon intensity of the U.S. electric power industry appears to represent a significant potential move forward in these areas. In addition to reducing carbon dioxide emissions to achieve climate goals, the EPA proposal will reduce emissions of criteria and toxic pollutants associated with coal-fired generation, providing important health and environmental benefits.

The proposal is complex and raises several issues of concern for Virginia. While much of the focus has been on industry and implementation issues, the proposal is likely to have implications for customers that also should be considered. This letter addresses two such issues.

The first issue of concern is the impact on customers' bills. The EPA projects that its proposal will increase monthly electricity bills by only about 3 percent in 2020, when compliance requirements take effect, but that monthly bills will decline about 9 percent by 2030 as efficiency gains and demand-side management reduce electricity use. Although these projections are reassuring, safeguards should be established to ensure that customer bills are not unreasonably affected by compliance.

The second issue of concern involves the need for continuing flexibility during the compliance period. One of the proposal's most significant strengths is the flexibility it affords states in developing their plans to achieve EPA's interim and final emissions reductions targets. Some form of flexibility also should be available throughout the compliance period so that states are able to accommodate developments including technological innovation (e.g., energy storage), shifting patterns of energy use (e.g., increasing use of electric vehicles), or changes in grid management practices (e.g., dispatch of

resources predicated on environmental considerations). The ability to accommodate these and other developments should help maximize both emissions reductions and benefits to customers.

The Board appreciates the opportunity to submit these comments and commends the Air Division of the Department of Environmental Quality for the work it is undertaking.

If you have any questions or require additional information, please contact Susan Hafeli, Utility Analyst, at 703-324-5903 or susan.hafeli@fairfaxcounty.gov.

Sincerely,

Sharon Bulova, Chairman

cc: Members, Board of Supervisors
Edward L. Long, Jr., County Executive
Patricia Harrison, Deputy County Executive
David J. Molchany, Deputy County Executive
David M. Rohrer, Deputy County Executive
Robert A. Stalzer, Deputy County Executive
Kambiz Agazi, Environmental Coordinator
Michael Liberman, Director, Cable and Consumer Services
Steve Sinclair, Chief, Public Utilities Branch, DCCS
Susan Hafeli, PUB Utility Analyst, DCCS

Board Agenda Item
October 7, 2014

CONSIDERATION – 1

2014 Virginia Association of Counties Annual Meeting

ISSUE:
Board designation of a voting delegate and alternate voting delegate to represent the County at the Virginia Association of Counties (VACo) annual meeting.

TIMING:
VACo has requested notification of Board action by November 1, 2014.

BACKGROUND:
VACo's annual meeting will be held in Bath County, Virginia, on November 8-11, 2014. The VACo staff is preparing credentials for the Annual Business Meeting and the County has been requested to notify VACo of the names of the County's voting delegate and alternate voting delegate.

ENCLOSED DOCUMENTS:
None

STAFF:
Catherine A. Chianese, Assistant County Executive and Clerk of the Board of Supervisors

Board Agenda Item
October 7, 2014

INFORMATION - 1

Fairfax County Transportation Status Report

The Fairfax County Department of Transportation (FCDOT) prepared its biannual report to the Board of Supervisors on transportation projects and activities within the county. The report includes an update on all active projects, including those projects in the Third Four-Year Transportation Program for FY2013 through FY2016. The report has a new title, "Fairfax County Transportation Status Report," replacing the previous title, "Status Report on the Board's Third Four-Year Transportation Program." Since the report covers projects and activities beyond the Four-Year Program, the new name more accurately reflects the contents of the report.

The Board of Supervisors approved their Third Four-Year Transportation Program for FY2013 through FY2016 on July 10, 2012. The Four-Year Transportation Program is designed to enhance mobility, promote and increase safety, and create choices for the commuting public with multi-modal projects that add capacity, reduce congestion, connect missing sidewalk and bicycle links, and provide safe access to transit facilities.

On January 28, 2014, the Board approved Transportation Project Priorities (TPP) for funding for FY2015 through FY2020. It is envisioned that the TPP will be revised annually, resulting in a rolling funding plan for county transportation projects. It will also be updated to reflect actions of the Commonwealth Transportation Board, the Northern Virginia Transportation Authority, and other funding agencies.

The attached August 2014 Fairfax County Transportation Status Report includes a project status report with active projects from the current and previous Four-Year Programs, projects in Fairfax County funded by other external sources, and projects from the new TPP. TPP projects for which project scoping and initial coordination has begun or is projected to begin in FY2015 are included in the project status report. In addition, for this edition of the Transportation Status Report, a special section is included about the TPP which includes a list of the remaining TPP projects with projected start dates after FY2015.

This report includes project updates through August 2014, and has been compiled by FCDOT staff in consultation with implementation partners, including the Department of Public Works and Environmental Services, George Mason University, the Metropolitan Washington Airports Authority, the Virginia Department of Transportation, and the Washington Metropolitan Area Transit Authority. Major milestones that have occurred since August 26, 2014, will be included in the next report.

Status reports are posted on the FCDOT website following the Board's review, and project updates from the report will be added to a new interactive web-based map on the FCDOT website that is available to the public. The web map graphically shows project locations and allows the user to click on a project and see basic information, including project name, scope, and status. Finally, the project updates will be loaded into the transportation project layers in the county's GIS system, which will be available as a resource to county staff.

ENCLOSED DOCUMENTS:
Attachment 1: Fairfax County Transportation Status Report

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services
Tom Biesiadny, Director, Fairfax County Dept. of Transportation (FCDOT)
Ronald N. Kirkpatrick, Deputy Director, DPWES, Capital Facilities
W. Todd Minnix, Chief, Transportation Design Division, FCDOT
Eric M. Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Karyn L. Moreland, Chief, Capital Projects Section, FCDOT
Michael J. Guarino, Transportation Planner IV, Capital Projects Section, FCDOT
Smitha L. Chellappa, Transportation Planner III, Capital Projects Section, FCDOT
Na Yu, Engineering Technician III, Capital Projects Section, FCDOT

Fairfax County Transportation Status Report

Prepared by:
Department of Transportation
Capital Projects and Operations Division

August 2014

Fairfax County Transportation Status Report

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Department of Transportation Summary of Activities and Highlights

Projects Completed and Under Construction from March 2014 through August 2014

- **Completed Projects**: 20 projects were completed since March 2014, consisting of four roadway, one Metrorail, and 15 pedestrian, bicycle, walkway, and trail projects. In addition, 45 bus stop improvement projects were completed.

  - **Annandale Streetscapes** *on Columbia Pike from Backlick Road to fire station* (Mason)
  - **Bobann Drive Bikeway** *from Wharton Lane to Stringfellow Road* (Sully)
  - **Columbia Pike Walkway** *from Gallows Road to Annandale Church* (Mason)
  - **Dead Run Drive Walkway** *from Carper Street to Congress Lane* (Dranesville)
  - **Dolley Madison Boulevard/Churchill Road** *Pedestrian Intersection Improvements* (Dranesville)
  - **Dulles Rail Phase 1** *from East Falls Church Metrorail Station to Wiehle-Reston East Metrorail Station* (Dranesville, Hunter Mill , Providence)
  - **Fairfax County Parkway/Franconia-Springfield Parkway** *Median Safety Improvements* (Dranesville, Hunter Mill, Lee, Springfield)
  - **I-66/Route 28 Safety Improvements** (Sully)
  - **Mount Vernon Memorial Highway Walkway** *from north of Sunny View Drive to Richmond Highway* (Mount Vernon)
  - **Old Centreville Road and Braddock Road Emergency Signal Pre-Emption** (Sully)
  - **Rolling Road/Hunter Village Drive** *Pedestrian Intersection Improvements* (Springfield)
  - **Route 1 Walkway (RHPTI)** *from south of Fordson Road to Woodlawn Trail* (Mount Vernon)
  - **Route 1 Walkway (RHPTI)** *from Sacramento Drive to Engleside Plaza* (Mount Vernon)
  - **Route 7/Baron Cameron Avenue/Springvale Road** *Pedestrian Intersection Improvements* (Dranesville, Hunter Mill)
  - **Route 7/Lewinsville Road** *Pedestrian Intersection Improvements* (Dranesville, Hunter Mill)
  - **Route 29 Multi-Purpose Trail** *from Federalist Way to Stevenson Street* (Braddock)
  - **Route 29 Bridge Repairs** *over tributary of Accotink Creek* (Providence)
  - **School Street Walkway** *from North Kings Highway to Pine Grove Circle* (Lee)
  - **Silverbrook Road Walkway** *from Silverthorn Road to Bayberry Ridge Road* (Mount Vernon, Springfield)
  - **Walker Road at Georgetown Pike** *Road Diet* (Dranesville)

- **Projects in Construction**: 36 projects are currently under construction. In addition, 38 bus stop improvement projects are in construction.

  - **Ashburton Avenue Walkway** *at Cedar Run* (Sully)
  - **Burke Commons Road Walkway** *from Meredith Circle to Roberts Parkway* (Braddock)
  - **Dulles Rail Phase 2** *from Wiehle-Reston East Metrorail Station to Route 722 in Loudoun County* (Dranesville, Hunter Mill)
  - **Elmdale Road Walkway** *southside from Braddock Road to Old Columbia Pike* (Mason)
  - **Fox Mill Road/Monroe Street** *westbound right turn lane* (Hunter Mill)
  - **Gambrill Road/Pohick Road** *southbound right turn lane* (Mount Vernon, Springfield)
  - **GMU West Campus Bypass** *Crossing Route 123, managed by GMU* (Braddock, Springfield)
  - **Huntington Fairfax Connector Bus Maintenance Facility Service Lane** (Mount Vernon)
  - **I-66 Active Traffic Management Improvements** (Providence, Springfield, Sully)

- **I-66 Spot Improvements (Inside the Beltway)** *from Sycamore Street/Washington Boulevard to Dulles Toll Road* (Dranesville)
- **I-95 Direct Access Ramps to Fort Belvoir North Area** (Lee)
- **I-95 Express Lanes** (Lee, Mason, Mount Vernon)
- **Jeff Todd Way** *from Route 1 to Telegraph Road* (Lee, Mount Vernon)
- **Jones Branch Drive Walkway** *from Park Run Drive and Westbranch Drive* (Providence)
- **Lee Road Culvert** (Sully)
- **Lees Corner Road Walkway** *from Lee Jackson Highway to Bokel Drive* (Sully)
- **Lewinsville Road Walkway** *from Snow Meadow Lane to Elsinore Road* (Dranesville)
- **Lorton Road Improvements** *from Route 123 to Silverbrook Road* (Mount Vernon)
- **McLean Central Business District** *Traffic Signal Replacement* (Dranesville)
- **Oak Street Walkway** *from Sandburg Street to Morgan Lane* (Providence)
- **Route 1 Walkway (RHPTI)** *from south of Mount Vernon Memorial Highway to Napper Road* (Mount Vernon)
- **Route 1 Widening** *from Old Mill Road/Mulligan Road to Telegraph Road* (Mount Vernon)
- **Route 7 Walkway** *east side from Row Street to 400' North of Row Street* (Mason)
- **Route 7 Walkway** *both sides from Culmore Shopping Center to Payne Street* (Mason)
- **Route 7 Widening** *from Rolling Holly Drive to Reston Avenue* (Dranesville, Hunter Mill)
- **Route 29 Bridge Replacement** *over Little Rocky Run* (Springfield)
- **Route 29/Gallows Road** *Intersection Lighting* (Providence)
- **Route 50 Widening** *from Route 28 to Poland Road* (Sully)
- **Sherwood Hall Lane** *Road Diet and Bicycle Lanes from Route 1 to Fort Hunt Road* (Mount Vernon)
- **Stringfellow Road Widening** *from Route 50 to Fair Lakes Boulevard* (Springfield, Sully)
- **Telegraph Road Widening** *from Beulah Street to Leaf Road* (Lee, Mount Vernon)
- **Telegraph Road Widening** *from South Van Dorn Street to South Kings Highway* (Lee)
- **Towlston Road Bridge Replacement** *over Rocky Run* (Dranesville)
- **Twin Lakes Drive Bridge Rehabilitation** *over Johnny Moore Creek* (Sully)
- **Walney Road Bridge Replacement** *over Flatlick Branch* (Sully)
- **Westpark Drive/Jones Branch Drive** *Pedestrian Intersection Improvements* (Providence)

Bicycle and Pedestrian Program Highlights from March 2014 through August 2014

The Board directed FCDOT to lead the effort to improve bicycle and pedestrian safety and mobility, including constructing bicycle and pedestrian facilities in high-priority areas of Fairfax County. In 2006, the Board endorsed a Ten-Year Funding Goal of $60 million for new bicycle and pedestrian projects. Through FY2020, the Board selected $313 million in high-priority bicycle and pedestrian improvement projects.

- **Pedestrian and Bicycle Access and Safety**: FCDOT staff continues ongoing outreach and coordination with groups such as Herndon Metrorail Station Access Management Study (HMSAMS), Fairfax County Public Schools (FCPS) Safe Routes to Schools, the county's Transportation Advisory Commission (TAC), the Trails and Sidewalks Committee, and the county's Americans with Disabilities Act (ADA) Compliance Team.

- **Trail, Bike Lane, and Sidewalk Waivers:** FCDOT staff received and processed 15 waivers in coordination with Board members, the Trails and Sidewalks Committee, Department of Public Works and Environmental Services (DPWES), and the Department of Planning and Zoning (DPZ).

Fairfax County Transportation Status Report

- **Street Smart:** FCDOT staff work with regional partners on the Street Smart Pedestrian and Bicycle Safety Media Campaigns. The twice-yearly campaigns utilize major-market television and radio, print, and bus advertising to promote safety awareness responsibilities of drivers and pedestrians in both English and Spanish.

- **Bicycle Master Plan:** FCDOT and DPZ are finalizing the staff report on all the necessary modifications to the Comprehensive Plan and associated plan maps. The public hearings for the Plan Amendment for the Bicycle Master Plan have been tentatively scheduled for October 1, 2014, (Planning Commission) and October 28, 2014 (Board of Supervisors).

- **Increase and Enhance Bicycle Parking:** Initiated in 2009, this multi-year project is in its final phase. FCDOT is completing its bicycle rack and locker improvement projects consisting of the installation of 150 new bicycle racks and 30 new bicycle lockers at locations countywide. Two additional sites will be completed this fall. Bicycle lockers will be installed at both Lorton VRE Station and Reston Town Center Transit Station. New locations will be evaluated based on available funding.

- **Secure Bicycle Parking Facilities**: On July 26, 2014, the bike room at the Wiehle-Reston East Metrorail Station opened in conjunction with the Silver Line. The room offers secure, enclosed parking for over 200 bicycles. Currently, there are over 255 paid members accessing this room. Staff is finalizing work on additional new "Bike and Ride" facilities at various locations countywide including: Phase II Silver Line Stations, Stringfellow Road Park-and-Ride Lot and Springfield Community Business Center Commuter Parking Garage.

- **Vienna Metro-City of Fairfax-George Mason University (GMU) Connector**: Work continues on a bicycle route connecting GMU with the Vienna Metrorail Station through the City of Fairfax. This is a cooperative project with the city, GMU, and the Northern Virginia Regional Park Authority. A new trail connection from Towers Park to Vaden Drive will be an integral part of this route. This project has been funded and preliminary engineering has begun.

- **Bicycle Route Signage-Countywide:** In FY2013, staff completed the installation of bicycle wayfinding signs in the central business district of McLean making use of new signage approved in the new edition of the Manual of Uniform Traffic Control Devices (MUTCD). Additional locations are planned for FY2015, including Tysons and Reston.

- **Bobann Drive Bikeway-Sully District:** Construction on the Bobann Drive Bikeway was completed in August 2014. Approximately one mile in length, this shared use path provides direct non-motorized access to the Stringfellow Road Park-and-Ride Lot from the Centreville and Fair Lakes areas.

- **Western Fairfax Historic Cycle Tour:** Work is ongoing. Funded through a Federal Enhancement Grant, the project will establish a branded, signed family friendly bicycle route connecting multiple sites of historic importance and a pocket map and guide. Project completion is scheduled for fall 2014.

- **Reston Capital Bikeshare Feasibility Study:** Funded through Metropolitan Washington Council of Governments' Transportation/Land Use Connections Grant Program, this study examined the feasibility of expanding Capital Bikeshare to the Reston area. The study was completed in July 2014.

A second grant providing $400,000 for bikeshare infrastructure will be used to fund implementation of the program.

- **Cinder Bed Road Bikeway:** FCDOT has received a $400,000 grant to initiate environmental studies and preliminary engineering for the Cinder Bed Road Bikeway. This project will provide a new bicycle and pedestrian facility approximately three miles in length connecting the Franconia-Springfield Metrorail Station and the Springfield Central Business District to Fort Belvoir and other activity centers to the south. The facility will be a combination of on-road bike lanes and shared use paths.

Capital Projects and Traffic Engineering Division Highlights from March 2014 through August 2014

The Capital Projects and Operations Division consists of the Capital Projects Section (CPS) and the Traffic Engineering Section (TES). CPS is responsible for scoping new multi-modal transportation projects, managing preliminary engineering plans and studies, and coordinating projects with VDOT, FHWA, WMATA, DPWES, the Board, and the general public. TES is responsible for managing traffic issues related to signs, signals, parking, traffic calming, and other residential traffic issues. TES partners with VDOT, the Board, homeowners associations, and citizen groups to resolve issues and implement projects.

Capital Projects

- **Project Scoping**
  - On January 28, 2014, the Board adopted a list of approximately 180 new transportation project priorities. Capital Projects staff is responsible for scoping the projects, as well as managing many of the studies and conceptual plans. A major new effort for CPS in 2014 has been holding "Project Initiation Meetings" at which team members such as VDOT, Fairfax County Public Schools (FCPS), Fairfax County Park Authority (FCPA), and others, identify project issues and help to determine project scopes.

- **Studies and Preliminary Plans:**
  - **Braddock Road Multimodal Study:** The study will consist of three main components: study widening, HOV, and transit needs from Burke Lake Road to I-495, study widening and transit from Guinea Road to Burke Lake Road, and study a commuter parking and transit center facility on Braddock Road in the vicinity of Burke Lake Road. Staff has prepared an RFP and plans to award a contract in early fall 2014. Staff is also working closely with a Braddock District Task Force on the project.
  - **Jones Branch Connector (JBC**): The 30 percent design plans have been completed for this roadway connection between Jones Branch Drive and Route 123 in Tysons. The Interchange Modification Report (IMR) has also been prepared and submitted to VDOT for review. It is anticipated that VDOT and FHWA will approve the IMR in fall 2014, and FCDOT is proceeding with further design related efforts in anticipation of IMR approval. The environmental documents are currently being prepared and reviewed prior to submittal for approval. Funding for construction is a combination of local, state, and federal funds. FCDOT will manage the project through final design and land acquisition, and VDOT will construct the project.
  - **Rolling Road VRE Parking Expansion**: This study will determine the feasibility of adding a garage structure for additional parking. The study is in progress, and draft completion is anticipated in fall 2014.

- **Route 1 Transit Center:** This study will select a feasible location, develop a conceptual design, and perform operational analysis for a transit center on the Route 1 corridor. 31 sites have been evaluated for the transit center location, and currently one additional site is being analyzed for feasibility. After feasibility, a conceptual layout design will be developed.
- **Route 7 Widening:** This project will widen Route 7 from Reston Avenue to Jarrett Valley Drive. VDOT is proceeding with preliminary design, including an alternative intersection analysis.
- **Route 7 Widening from Route 123 to I-495 (Tysons)**: This conceptual design study for an eight-lane section (four lanes in each direction) is in progress. Ground survey and traffic data collection are complete, and the consultant is preparing future lane configurations. Additional Tysons Consolidated Traffic Impact Analysis (CTIA) modeling is needed to select appropriate lane configuration for all intersections along Route 7.
- **Route 123/Route 7 Interchange**: This conceptual design study is identifying alternatives for improving the existing non-urban interchange in Tysons. Three interchange configurations are being advanced for modelling: a partial cloverleaf interchange, a two-quadrant intersection, and a conventional at-grade intersection.
- **Route 123/Great Falls Street/Lewinsville Road**: This conceptual design study analyzes short to mid-term improvements to the intersection. CPOD staff is working with planning staff to advance the study to conceptual engineering.
- **Soapstone Overpass**: The study is analyzing alternatives for a crossing over the Dulles Toll Road between Sunrise Valley Drive and Sunset Hills Road in Reston. Five alignment alternatives were developed and evaluated. A hybrid alternative with a compressed typical section was prepared and is recommended for further development. The initial study report is complete, and staff will be hiring a consultant to perform conceptual design beginning in spring 2015.
- **Springfield CBC Parking Garage:** This is a multi-modal and bus transit transfer facility to include approximately 1,100 commuter parking spaces, carpooling and pedestrian accommodations, and bicycle facilities. Final report for conceptual design and preliminary environmental study is complete. DPWES staff hired a consultant team to design the facility, and design work is starting in September 2014.
- **State Street Alignment**: This study is analyzing alternative alignments for a new road in Tysons between Greensboro Drive and the planned Boone Boulevard extension. Working with a group of stakeholders, three alternatives have been identified as possible alignments for the future State Street. The draft report is under review, and will be circulated to the stakeholders group before it is finalized.
- **Stringfellow Road Park-and-Ride:** This project will construct an additional 300 spaces, three additional bus bays (total of six), and a transit center building with bicycle facilities at the existing Stringfellow Park-and-Ride Lot. The plans and License Agreement are complete, and the project was advertised for construction bids in September 2014.
- **Town Center Parkway Underpass:** This project entails development of a conceptual design of a bridge structure that will carry the Metrorail over the future Town Center Parkway extension. Coordination with MWAA and WMATA on the bridge structure is ongoing and will be constructed as part of the Dulles Metrorail Phase 2 project.
- **Wiehle Avenue/W&OD Trail Crossing**: This study is complete. Design contract negotiations are underway for an overpass structure.

Fairfax County Transportation Status Report

Traffic Engineering

- **Signage, Community Parking District (CPD) and Residential Permit Parking District (RPPD) Programs, and General Parking**
  - RPPD issued approximately 7,700 permits, passes, and postcard updates and assisted nearly 400 lobby walk-in customers.
  - RPPD received 11 inquiries, conducted five parking studies, issued seven petitions, and held nine public hearings.
  - CPD received five inquiries, issued three petitions, and held one public hearing.
  - Staff performed reviews for nine parking restriction requests and the Board approved two new "No Parking" restrictions.
  - More than 200 signs were installed or had maintenance performed.

- **Residential Traffic Administration Program (RTAP)**
  - 33 traffic calming projects were initiated for study.
  - Nine traffic calming projects were approved by the Board of Supervisors for installation.
  - Seven "$200 Fine for Speeding" sign requests were received with signs installed on six roads.
  - Nine "Watch for Children" sign requests were received.
  - Five "Through Truck Restriction" requests were received.

- **Traffic Operations**
  - Coordinating with VDOT on installation of a traffic signal at Sunrise Valley Drive and Coppermine Road.
  - **Fairfax County Parkway from I-95 to Telegraph Road:** Investigate short-term congestion reduction improvements. The study is in progress and staff is evaluating recommendations.

Coordination and Funding Division Highlights from March 2014 through August 2014

The Coordination and Funding Division handles coordination and liaison responsibilities between the department, regional agencies, local jurisdictions, and state and federal agencies, and seeks funding from all levels of government for the implementation of transportation projects and services.

- **Commonwealth Transportation Board (CTB):** On June 18, 2014, the CTB approved the County's applications for FY2015 Revenue Sharing funds totaling $10 million. The County applied for funds in the fall 2013 for the Route 29 Widening project between Legato Road and Shirley Gate Road and I-66 Vienna/Fairfax-GMU Metrorail Enhanced Transit Access (I-66 Bus Ramp) project. Staff will review projects and prepare FY2016 Revenue Applications for the fall 2014 submission in the next few months.

- **Countywide Dialogue on Transportation (CDOT)**: Staff concluded extensive outreach efforts in fall 2013 to determine the public's priorities for transportation needs. The public outreach culminated in the prioritization of projects over a six-year period, and a list of Transportation Project Priorities (TPP) for FY2015 – FY2020 was approved by the Board on January 28, 2014. The TPP includes approximately 220 projects funded with $1.4 billion in revenues from various sources.

- **Capital Improvement Program (CIP):** Successfully completed the FCDOT portion of the CIP with endorsement from the Planning Commission, and it was adopted by the Board in spring 2014.

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- **VDOT Six-Year Improvement Program (SYIP):** Prepared testimony to CTB for VDOT's Draft FY2015 – FY2020 program in fall 2013. Prepared response to CTB's Final Draft of FY2015-2020 SYIP in spring 2014.

- **Cost Benefit Analysis Tool (CBA)**
  - Analysis was performed to compare the FHWA Cost Benefit Analysis on the I-66 Vienna/Fairfax-GMU Metrorail Enhanced Transit Access (I-66 Bus Ramp) Project.
  - Analysis was performed for the Federal Action Contingency Trust (FACT) Grant Application for the Rolling Road Loop Ramp project.

- **Coordination with Metropolitan Washington Council of Governments Transportation Planning Board (MWCOG TPB)**
  - Incorporated 12 Tysons-wide roadway improvement projects (Table 7) into the region's 2014 Constrained Long Range Plan (CLRP). Resolved issue regarding the timing and construction of collector-distributor road from Dulles Toll Road. Following Board of Supervisors approval on November 19, 2013, provided input on the MWCOG TPB Regional Transportation Priorities Plan (RTPP). The RTPP was adopted by the TPB on January 15, 2014. Follow-up discussions by TPB staff and county staff occurred in summer 2014 to see how Fairfax County is meeting and implementing goals and strategies as set forth in the RTPP.
  - Board of Supervisors approved three federal MAP-21 Transportation Alternative Program (TAP) grant applications in October 2013: Lorton Cross County Trail, Mason Neck Trail, and Old Courthouse Road Sidewalk. The Old Courthouse Road Sidewalk project was submitted in the TAP application process, but is a Safe Routes to School Project. When MAP-21 combined the Transportation Enhancement and the Safe Routes to School Programs, it allowed for Safe Routes to Schools to be larger in scope, and the Old Courthouse Road Sidewalk project benefitted from this change. FCDOT was awarded $1.15 million for FY 2015.
  - Worked with COG staff to add new Transportation Emission Reduction Measures (TERMS) projects for the region as part of eliminating the region as an EPA Non-attainment Area.
  - In coordination with DPWES, provided input to TPB's Green Streets Policy. Adoption of the policy by the TPB, with Fairfax County's recommendations included, occurred early spring 2014.

- **Metro 2025 and Capital Funding Agreement (CFA)**
  - WMATA and its funding partners developed and adopted a strategic plan called "Momentum" to help guide the Authority over the next few decades. Part of that plan includes "Metro 2025" which is a subset of the Capital Improvement Program (CIP), and is generally made up of WMATA's capital expansion improvements between now and 2025. Metro 2025 includes new rail cars and power upgrades for running eight car trains, additional buses for operating Priority Corridor Networks, and rail station improvements to increase the capacity of the Metrorail system infrastructure. WMATA and jurisdictional staff held the kick-off meeting in July 2014 to start the process of renewing the CFA and developing an affordable plan to fund many of the Metro 2025 improvements that were proposed by WMATA. The next meeting is scheduled for September 2014 with a goal of reaching regional consensus by December 2014, and signing the new CFA in spring 2015.

- **Virginia Railway Express (VRE)**
  - Feasibility study to investigate expanding Rolling Road VRE Station parking lot is in progress, and draft completion is anticipated in fall 2014.

- Continued to provide input for the development of VRE's System Plan which is an update of VRE's 2004 Strategic Plan. The System Plan identifies critical VRE system needs in a comprehensive manner and prioritizes the service initiatives and capital improvements to advance VRE's long-term strategic vision over the next 20 years. The System Plan was adopted by the VRE Operations Board on January 17, 2014.
- Board approved matching funds for the VRE Lorton Station platform extension and construction of a second platform. Platform extension is scheduled to be completed in spring 2015.

- **Federal Discretionary Grant Opportunities**
  - On April 28, 2014, FCDOT applied for $20 million in federal funding for the Springfield CBC Commuter Parking Garage project through the United States Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) 2014 discretionary grant program. Grant awards are anticipated to be announced in fall 2014.
  - Applied for $900,000 in Federal Action Contingency (FACT) Fund grants, which was established by the General Assembly of the Commonwealth of Virginia, to support the Rolling Road Loop Ramp widening project.

- **Federal Loan Program Opportunities**
  - Fairfax County submitted an application for Federal TIFIA Credit Assistance on March 27, 2014; the application was confirmed complete by USDOT on April 9, 2014, and notification of approval by US Secretary of Transportation was provided to Fairfax County on May 9, 2014. The process of negotiating the terms of the loan is ongoing. The county and USDOT are expected to close on the loan in fall 2014.

- **Update Federal Civil Rights Compliance**
  - Developed a revised Title VI Program that delineates FCDOT policies and procedures to ensure that Fairfax County proactively considers the civil rights of citizens in the provision of Fairfax Connector transit services. Fairfax County's Title VI Plan was submitted to the Federal Transit Administration (FTA) on July 17, 2014.
  - Began drafting an update to Fairfax County's Disadvantaged Business Enterprise (DBE) Policy for FTA.

- **Tysons Transportation Infrastructure Funding**
  - The Tysons Service District Advisory Board met during spring 2014 to discuss options for a service district tax rate for FY2015. The advisory board voted to recommend to the Board of Supervisors a tax rate of $0.04/$100 of assessed value for FY2015. On April 29, 2014, the Board approved the FY2015 Adopted Budget which included a service district tax rate of $0.04. The advisory board will meet again in fall 2014 to discuss transportation project, costs and scheduling, and property development.

- **Developer Contribution Funds**
  - Countywide cash proffer collections from February 1, 2014, through September 1, 2014, total $7,493,678.
  - FCDOT executed an agreement with Macerich (private company) for the construction of pedestrian improvements at Route 123 and International Drive.

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- **Northern Virginia Transportation Authority (NVTA) and HB 2313 Regional Funds**
  - On July 24, 2013, NVTA approved almost $210 million worth of projects to fund via Pay-As-You-Go or bond financing. This included $74 million for projects requested by the county and the Town of Herndon, and another $40 million for projects which benefit the county requested by the Northern Virginia Transportation Commission, VRE, and WMATA.
  - NVTA initiated a call for projects for the first three years of the NVTA FY2014 – FY2019 Six Year Program in December 2013. On January 28, 2014, the Board of Supervisors approved a list of regional projects totaling approximately $238 million for NVTA consideration. NVTA has begun work on its FY2015 and FY2016 project selection process. Additionally, VDOT is currently evaluating all roadway projects for congestion mitigation impacts, as is required by HB 2313, with a final report expected in December 2014. NVTA is expected to adopt a list of projects for FY2015 and FY2016 in spring 2015. Many of these projects will require funding beyond FY2016, and staff will seek funding for projects in need of additional funding through NVTA and other sources in FY2017 – FY2021.
  - On January 28, 2014, the Board of Supervisors also approved the execution of three Memoranda of Agreement that establish the terms for the distribution of the local share of the HB 2313 revenues from NVTA, and from the county to the Towns of Herndon and Vienna. Following the execution of the agreements by all parties, the county began receiving revenues from NVTA and has created escrow accounts for the Towns of Herndon and Vienna, which can be drawn from for HB 2313 allowable expenses. As of the close of FY2014, the county has received approximately $29.3 million of these funds, with over $569,000 available to the Town of Herndon and over $415,000 available to the Town of Vienna. Revenues received for FY2015 will be reported on the next transportation update to the Board of Supervisors.

- **2014 Legislative Summary and Bill Implementation**
  - During the 2014 Session, the General Assembly passed HB 2, which requires the CTB to develop a statewide prioritization process for a significant amount of state transportation funds and would use this process starting July 1, 2016. The CTB can exempt projects in the current SYIP that have completed the state environmental review or National Environmental Policy Act (NEPA) processes. The process will consider, at a minimum, congestion mitigation, economic development, accessibility, safety, and environmental quality. The CTB can weigh these factors differently in each of the Commonwealth's transportation districts, and congestion mitigation must be weighted highest in Northern Virginia.
    - The development of this process will be done in cooperation with metropolitan planning organizations (MPOs) and the NVTA. The CTB will also solicit input from local governments, transit authorities, other transportation authorities, and other stakeholders. The County will work to provide input into this process directly to the CTB and Administration, as well as through NVTA.

- **Department of Rail and Public Transportation (DRPT)**
  - On September 9, 2014, the Board will receive 19 agreements with the Virginia Department of Rail and Public Transportation (DRPT) for review and approval. These agreements provide funding to Fairfax County in FY2015 for Fairfax County transit capital projects and operations. The FY2015 funding in the Six-Year Improvement Program provides the County with $38,474,000 for approved Fairfax County transit capital projects and $14,311,518 for operating assistance.

Marketing and Transportation Services Group Highlights from March 2014 through August 2014

The Marketing and Transportation Services Group (TSG) promotes Transportation Demand Management (TDM) strategies to help reduce or mitigate traffic congestion in Fairfax County. The TSG partners with major employers, developers, and multi-family residential complexes to encourage alternative commute options. Over 400,000 employees at 1,100 Fairfax County employer sites have been given the opportunity to participate in some form of TDM measure through FCDOT's employer outreach efforts, which is an increase of 22.7 percent from FY2014. Marketing staff also provides communications support to FCDOT by producing graphics and publication design, web and social media content, media relations, and marketing of commuter services.

- **Employer Outreach – TDM:** The TSG Employer Services Program has implemented TDM programs at over 547 Fairfax County employer sites. To date, 259 Fairfax County employers have implemented a Level 3 or 4 trip reduction or benefit program, and another 233 employers have implemented a Level 1 or 2 program in FY2014. Level 1 and 2 programs may include commuter surveys, distributing transit information, implementing alternative work schedules, or hosting an on-site transportation fair. Level 3 and 4 programs may include shuttles to and from transit stations, implementing formal policy driven telework programs, offering transit subsidies, providing free or premium parking to carpools and vanpools, or implementing a comprehensive bicycle and walking program. Level 4 employers may have implemented Fairfax County's organic TDM strategy, the "ShuttlePool." A ShuttlePool is an innovative long range corridor-based strategy for transporting clusters of employees to work. This program uses state funds to assist employers during the startup phase.

- **Best Workplaces for Commuters:** The TSG, in partnership with the Center for Urban Transportation Research, designated ten Fairfax County employers and two business sites as "Best Workplaces for Commuters" for 2013. This raises the total number of recognized sites in Fairfax County to 38. The program started in 2010. The employers were recognized by the Board of Supervisors in December for the broad range of transportation options offered to their employees. The "Best Workplaces for Commuters" designation acknowledges employers who have excelled in implementing green commuter programs.

- **Community Outreach – TDM:** The TSG's "Commuter Friendly Community Program" (CFCP) identified and/or implemented trip reduction TDM programs at over 233 Fairfax County residential communities in FY2014. A highlight of this new program will be publicly recognizing communities.

- **New and Ongoing Partnerships:** The TSG supports the congestion mitigation programs for Dulles Rail, I-495 Express Lanes, and the I-95 Express Lanes construction. The Transportation Management Plan (TMP) for these projects coordinates employer and community outreach with regional partners, including the Virginia Department of Rail and Public Transportation, VDOT, Dulles Area Transportation Association (DATA), MWAA, COG, Tysons Transportation Management Association (TMA, formerly TyTran), Best Workplaces for Commuters, WMATA, Loudoun County Transit, Potomac and Rappahannock Transportation Commission, Virginia Railway Express, Fredericksburg Metropolitan Area Planning Organization, and George Washington Regional Commission.

- **Teleworking:** The Fairfax County Government telework program currently has 1,884 employee participants. Telework is one of the primary transportation options that TSG promotes in its outreach to Fairfax County employers, as its low cost (as opposed to providing rail fare, for example) and employee interest (in addition to commuting less, working from home has benefits such as

working in comfortable clothes, being available for deliveries, etc.) make it a popular program to implement.

- **Commuter Benefit Program:** 221 county employees currently are taking advantage of the Fairfax County Employees' Commuter Benefit Program. Eligible employees may register for the program and request to receive up to $120 per month in transit benefits that can be used for bus, vanpool, and Metrorail fares.

- **Silver Line Outreach:** TSG developed a new incentive program to encourage employees to ride transit (bus and rail) and to encourage employers to offer transit benefits to employees. The new program is SmartBenefits Plus-50, where the county provides a $50 SmarTrip card to an employee if the employer is willing to sign up with WMATA's SmartBenefits program. Once the $50 is expended, the employer is encouraged to continue offering a transit subsidy (or at least the tax-free benefit) to employees. TSG has partnered with WMATA's SmartBenefits staff in making presentations to several large groups of employers in the Dulles Corridor. To date, over 150 employees from 15 different employers have taken advantage of this program and are new transit riders. TSG participated in an Open House at the new Wiehle-Reston East Metrorail station on July 19, 2014, promoting TDM alternatives to driving alone, and offering its new SmartBenefits Plus-50 incentive program. TSG also conducted several email blasts to over 500 employers in north Fairfax County to inform them of new travel opportunities related to the opening of Metrorail's Silver Line.

Special Projects Division (Dulles Rail) Highlights from March 2014 through August 2014

The Special Projects Division manages the Dulles Corridor Metrorail Project (DCMP) for Fairfax County. The Division is currently working with local, state, and federal partners to implement a $5.68 billion 23-mile heavy rail construction project, including $2.9 billion for Dulles Rail Phase 1 and $2.78 billion for Dulles Rail Phase 2. DCMP will be an extension of WMATA's rail system which will extend the system from just west of East Falls Church into Fairfax County, Dulles International Airport, and Loudoun County. The new extension of the WMATA system is called the Silver Line. Fairfax County's direct funding for DCMP exceeds $1 billion. In addition to construction management, the team's efforts focus heavily on communication with elected officials, the community, and other stakeholders to ensure accurate reporting of project information and progress.

Dulles Rail

- **Phase 1**
  - Substantial Completion was declared April 2014 and revenue service began on July 26, 2014.
  - Final punch list and Record of Decision road work are ongoing.
  - Current estimate to complete Phase 1 is $2.906 billion which is within the revised budget.
  - West Falls Church Yard construction has been completed. However, additional work to address landscaping, lighting, and sound levels at the site is expected.
  - Fairfax County is the lead for regional coordination efforts among the various bus services providers and is working closely with the FCDOT Transit Services Division, WMATA, Loudoun County Transit, Potomac and Rappahannock Transportation Commission, and MWAA-Washington Flyer staff.
  - Wiehle-Reston East Metrorail Station garage became operational with the start of revenue service.

- **Phase 2**
  - Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month design build schedule.
    - Phase 2 Team is Capital Rail Constructors, a joint venture of Clark Construction and Kiewit International.
    - Packet A was estimated to be between $1.4 billion and $1.6 billion. The low bid was $1.177 billion which represents a $251 million savings to the project (and toll road users).
  - MWAA awarded the contract to design and build Packet B of Phase 2 of the Silver Line project July 2014. Packet B consists of the design and construction of a rail yard and maintenance facility to be built at Dulles International Airport. Packet B was awarded to Hensel Phelps Construction Company.
  - Cost estimate for all Phase 2 work is $3.093 billion (without the following reductions).
    - The cost estimate with value engineering, Packet A savings, and funding the garages outside of the project brings the revised total project estimate to $2.78 billion.
    - Estimated cost to Fairfax County to construct the parking garages at Herndon and Innovation Center Stations is $135 million. This cost will largely be funded with parking revenues.
  - Fairfax County is participating in a joint development at the Innovation Center Station site and received zoning approval July 2014. As part of the joint development a park-and-ride garage will be constructed by Fairfax County.
  - Coordination is ongoing for the design and construction of the Innovation Center Station garage and Herndon Station garage outside of the project. Design for both garages is progressing.
  - Schedule for substantial completion of Phase 2 is summer 2018 with revenue service to begin in late 2018.

Transit Services Division Highlights from March 2014 through August 2014

Transit Services Division staff are leading efforts to implement a multitude of public transportation improvements in Fairfax County. Efforts include bus service changes in support of major capital infrastructure projects, capital improvement projects at the three Fairfax Connector operating garages, improvements to passenger facilities, and enhancements in technology on the Fairfax Connector bus system.

- **Fairfax Connector Bus System:**
  - **Express Lanes Bus Service:** On Monday, July 28, 2014, effective with the start of Metrorail's Silver Line service, changes were made to Fairfax Connector Express Lanes routes 493, 494, and 495. The Express Lane routes were restructured to provide one simplified route pattern in the Tysons area. All routes connect with Virginia Railway Express service; routes 493 and 494 connect to the Fredericksburg Line service at the Lorton and Franconia-Springfield VRE stations, respectively, and Route 495 connects with Manassas Line service at Burke Centre VRE. Buses operate during weekday rush hours with additional mid-day service on Route 494 connecting Springfield and Tysons. Connections to Silver Line are available at bus stops adjacent to the Spring Hill and Tysons Corner stations.
  - **Silver Line Bus Service Plan:** On Saturday, July 26, 2014, effective with the start of new Silver Line Metrorail service, Fairfax Connector implemented changes to more than 40 percent of total system service. Changes included starting service on 16 new routes, changing service on 28

existing routes, and eliminating five routes. This new Fairfax Connector service provides the "first-mile/last-mile" connection for many passengers traveling between Metrorail and their home, office, or other destination. With the exception of the Wolf Trap shuttle, service between West Falls Church Station on the Orange Line and the Herndon, Reston, and Tysons areas was restructured to serve the five new Silver Line stations. Three new circulator routes commenced service in the Tysons area, routes 422, 423 and 424, and provide frequent bus service in central Tysons to and from the Tysons Corner, Greensboro, and Spring Hill stations and, for the first time, Fairfax Connector now serves the McLean and northern Falls Church areas. Service to and through the Town of Vienna was also included. With the Silver Line service changes, Fairfax Connector currently operates 46 routes in the Dulles Corridor, including Tysons, carrying approximately 18,000 passengers per weekday. The Silver Line bus service changes were the most significant modification to service since Fairfax Connector assumed operation of Metrobus routes in northern Fairfax County in 1994. It is anticipated that some modifications will be implemented in fall 2014.

- **Bus Shelter Advertising Program**: FCDOT is engaged in a public-private partnership with Signal Outdoor Advertising. The partnership improves maintenance of new bus shelters and increases ADA accessible pedestrian access at multiple locations throughout the county. The contractor sells advertising space to subsidize construction and maintenance of bus shelters with a percentage share of the profits returned to the county. Throughout the county, a total of 70 existing bus shelters have been retrofitted with advertising panels, and 73 new sites were constructed from 2012 thru 2014. Currently, there are 35 sites being scoped for new shelter and infrastructure improvements for FY2015.
- **The County Bus Advertising Program:** This program was awarded on April 1, 2013. The current agreement permits several different advertising options and styles. The county's revenue share has been below initial estimates, but recent increases in advertising sales are anticipated to be sustained for the next two years.
- **Americans with Disabilities Act (ADA) Assessments:** In compliance with the agreement between the Department of Justice and Fairfax County, FCDOT has engaged consultants to assist with completing self-assessments of major park-and-rides as well as bus stops improved by the county since 2007. FCDOT anticipates completing the assessments and development of remediation plan this fall.

- **Fairfax Connector Fleet:** FCDOT replaced 19 buses in FY2014 and will replace 17 buses in FY2015. FDCOT plans to order 22 expansion buses in late FY2015 bringing the total fleet size to 305 which will allow for growth of connector services as outlined in the Transit Development Plan. All newer buses in the fleet have Mini-Hybrid technology and include On Board Diagnostics, and are equipped with the newest emissions reduction equipment to meet EPA standards.

- **Intelligent Transportation Systems:** In April 2014, FCDOT awarded a five-year contract for Intelligent Transportation Systems (ITS) for the Fairfax Connector. Project kick off meetings were held in June 2014 and preliminary system design is underway. The ITS project will provide the technology for computer aided dispatching and automatic vehicle location systems (CAD/AVL) and also includes new system capability for stop annunciation and real time passenger information. Full system implementation is expected to occur in FY2016.

- **Comprehensive Transit Plan and Transit Development Plan Update:** FCDOT issued a Notice to Proceed for the Comprehensive Transit Plan (CTP) and Transit Development Plan (TDP) update in July 2013. Activities regarding the study's main components are listed below.
  - CTP: A review and update of the County's 2009 TDP, extending the bus service planning horizon from 2020 to 2025.
    - Nearing completion of the review process for previous transit-related studies.
    - Conducted meetings with the Technical Advisory Group and Regional Advisory Committee for the study.
    - Nearing completion of technical/task memorandums related to the data collection phase of the project.
    - Continued collection of operational and demographic data and rider on-board survey.
    - Began planning resident telephone survey.
    - Finalized development of the outreach plan.
  - Title VI Program: In accordance with new guidance issued by the Federal Transit Administration (FTA) in October 2012, FCDOT developed a revised Title VI (Civil Rights) Program that ensures non-discrimination on the basis of race, color, national origin, or economic status, and provides meaningful access to Fairfax Connector programs and activities by these persons, including persons with limited English proficiency.
    - Developed the full Title VI program and received Board approval on July 1, 2014.
    - Submitted full Title VI program to FTA in July 2014.
    - Completed the Fare Equity Analysis which was approved by the Board on June 19, 2014.
    - Completed the Service Equity Analysis for Silver Line which was approved by the Board on July 29, 2014.
    - Conducted Title VI training for hundreds of county and contractor employees.

Transportation Design Division Highlights from March 2014 through August 2014

The Transportation Design Division (TDD) is responsible for the implementation of multi-modal transportation projects throughout the county under the approved Capital Improvement Program (CIP). Projects are grouped into four primary program categories: Bus Stop Safety and Accessibility; Pedestrian Access Improvements; Roadway Improvements; and Additional Capital Improvement Projects. Many projects within the Pedestrian Access Program are grant funded. Overall, between March 2014 and August 2014, 61 county managed projects were completed which includes 45 bus stop improvements; 39 county managed projects were authorized for or are under construction which includes 25 bus stop improvements; approximately 124 county managed projects are in design, land acquisition, or utility relocation phases; and approximately 13 county managed projects are in project initiation phase.

- **Bus Stop Safety and Accessibility Program**
  - 45 sites completed during this six month period; 428 sites have been completed to date.
  - 25 sites authorized for or currently under construction.
  - 69 sites are in design or land acquisition phase.
  - 13 sites in project initiation phase.

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- **Pedestrian Access Program (Intersections, Sidewalks, and Trails)**
  - 13 projects were completed.
  - 10 projects were authorized for or are currently under construction.
  - 21 projects are in the land acquisition or utility relocation phase.
  - 61 projects are in the design phase.
  - 13 projects are in initiation phase.

- **Roadway Improvement Program**
  - One project was completed.
  - Three projects were authorized for or are currently under construction.
  - Six projects are in land acquisition or utility relocation phase.
  - Five projects are in design.
  - Two projects are in initiation.

- **Additional Capital Improvement Projects**
  - One project is under construction (McLean Central Business District Signal Replacement). Two projects were completed (Old Centreville Road and Braddock Road Emergency Signal Pre-emption and Annandale Road Streetscapes). Two projects are in Design (McLean Gateway and McLean Streetscapes).

- **Grant Funded Bicycle and Pedestrian Access Improvements (projects listed below are included in the Pedestrian Access Program section above)**
  - **Richmond Highway Public Transportation Initiative (RHPTI):** Two sidewalk projects were completed and one is currently under construction. Five intersection improvements are in Land Acquisition. Design is underway on nine additional sidewalk projects and four pedestrian intersection improvements, three of which are expected to be authorized for construction in fall 2014.
  - **Dulles Corridor Bicycle and Pedestrian Access (DCBPA):** Design is underway on ten projects. Four of these projects are in the land acquisition phase. In addition, three projects have been completed (one completed by the Silver Line Metrorail project; one by a developer, and one by FCDOT). Ten projects under this program were identified as part of the Tysons Metrorail Station Access Management Study (TMSAMS).
  - **Tysons Metrorail Station Access Management Study (TMSAMS):** Project initiation efforts have begun on 34 projects. Ten projects were completed under an expedited process utilizing C & I funds. FCDOT is coordinating three projects with FCPA that FCPA may manage through construction. Two projects will be completed by developers. Survey and design efforts are underway on 13 projects.
  - **Reston Metrorail Station Access Group (RMAG):** Survey and design efforts are underway on five projects. Two projects are located on private property which requires further coordination with landowners prior to commencing design activities. Two projects are awaiting completion of further feasibility and location studies.
  - **Route 50 Pedestrian Improvements (Jaguar Trail to Seven Corners):** Pedestrian improvements at three intersections and eight segments of sidewalk. Survey and environmental documentation have been completed. Design is underway on all projects.
  - **Safe Routes to School (SRTS):** One project is in design (Burke Center Parkway at Marshall Pond Road). Two additional projects are in initial phases of project development (Flint Hill Elementary School, and Graham Road Elementary School)

- **Additional Grant Funded Bicycle and Pedestrian Access Improvements:** One project is in utility relocation (Soapstone Drive Walkway from Glade Drive to Sunrise Valley Drive). Three other projects are in design (Lorton Arts Cross County Trail; Georgetown Pike Trail – Phase III; and, McLean Gateway)

Transportation Planning Division Highlights from March 2014 through August 2014

The Transportation Planning Division (TPD) is responsible for long-range planning efforts, analysis of transportation impacts of current and future development, review of the transportation aspects of zoning submittals, and other miscellaneous planning and implementation activities. TPD has completed the innovative Consolidated Traffic Impact Analysis (CTIAs) and other significant projects for Tysons, including the Circulator Study. Several zoning applications along the Silver Line Phases 1 and 2 were completed, and Transportation Demand Management (TDM) procedures were advanced. Additional significant planning projects, such as the Countywide Transit Network Study, were either completed or advanced.

Site Analysis

- **Tysons Zoning Applications**
  - Review of several large-scale mixed use zoning applications within Tysons continues. The Proffered Condition Amendments (PCA) for the Capital One development and the Greensboro Park Place development were approved.
  - Efforts continue to ensure that Comprehensive Plan goals are met for both approved development and general implementation activities in Tysons.
  - Participation in the planning study for the Cleveland ramp related to the proposed Scott's Run North development is ongoing.

- **Land Use Review along Phase 2 of Silver Line**
  - The rezoning associated with the public-private partnership to construct the Innovation Center Station garage and an adjoining mixed-use development was approved.
  - Zoning applications to advance the goals of the recently adopted Reston Phase I Transit-Oriented Development (TOD) Area Comprehensive Plan amendment have begun to be discussed. A multi-agency team was formed with our participation to evaluate these applications.
  - A multi-agency effort to address Plan recommendations for urban design and transportation improvement funding as well as implementation of urban street design standards has begun.

- **General Zoning Applications**
  - Staff engaged in new reviews of 13 rezonings, 43 Special Exceptions, 134 Special Permits, four Comprehensive Sign Plan requests, five Agricultural and Forestal District requests, and one variance case during this time period. Case work on in-process applications continued during this time period.
  - Staff reviewed a number of new post-zoning cases including: 24 site plan reviews and 13 site plan waiver requests. Coordination and case work for in-process requests also continued during this time period.

- **Transportation Demand Management (TDM) and Parking**
  - 33 percent of new rezoning applications have a TDM component to be negotiated and finalized.
  - Coordination on implementation of proffered TDM programs by property developers and owners occurs daily.
  - Organization of parking issues toward a comprehensive, multi-agency approach to address parking in TODs and Revitalization districts. An inter-agency group has been organized and is developing standards and exploring options to be considered by the BOS.

- **Vacation, Abandonment, and Discontinuance**
  - Initiating processing of four requests during this time period. Two requests were approved during the six month time frame. Case work on in-process requests continued.

- **Process and Standards**
  - Staff continues to participate in the ongoing effort to implement street designs in TODs to conform to urban street design standards adopted by VDOT in December 2013. The Franconia Springfield Multimodal District Phase I plan was accepted by VDOT in June 2014, and the Reston Transit Station Area Multimodal plans are underway with completion anticipated in fall 2014.

<u>Transportation Planning</u>

- **Seven Corners Area Study**
  - Developed six interchange concepts for Task Force consideration.
  - Analyzed three interchange concepts in further detail.
  - Selected preferred interchange concept in conjunction with Task Force.
  - Completed transportation study final report and submitted Chapter 870 report to VDOT for comment. Staff currently in process of responding to comments received from VDOT.
  - Conducted outreach to Falls Church City Council, Planning Commission, and staff.
  - Public Hearings anticipated in early 2015.

- **Huntington Area Transportation Study**
  - Completed scope and selected consultant.
  - Conducted data collection.
  - Completed existing conditions analysis.
  - Analysis of future conditions to be conducted in fall 2014.
  - Study completion anticipated end of 2014.

- **Dulles Corridor Study**
  - Completed support of Plan Amendment adoption for Reston and Route 28 South Side Comprehensive Plan Amendments. Plan amendments were adopted in February 2014 and December 2013 respectively.
  - Developed scope for Reston Detailed Network Analysis.
  - Consultant selection to occur in fall 2014.
  - Study anticipated to require 24 months.

- **North Kings Highway Realignment (Penn Daw)**
  - Developed multiple realignment options.
  - Presented options to community.

- Conducted community survey.
- Selected preferred options for further analysis.
- Community meeting to present recommendations anticipated in late 2014.

- **Herndon Metro Station Access Management Study (HMSAMS)**
  - Held two rounds of public meetings (March and June 2014) to obtain public input on access improvements.
  - Completed draft final report documenting public priorities for access improvements.
  - Staff will use the public priorities report to develop implementation recommendations to present to the Board in early 2015.

- **Columbia Pike Streetcar**
  - Continued coordination with Arlington County resulting in selection of Program Management consultant and final negotiations with Engineering Design consultant.
  - Continued coordination on remaining planning and environmental documentation issues.
  - Board action on amendment to Project Agreement with Arlington County anticipated in October 2014.
  - Preliminary Engineering to be initiated in October 2014.

- **Tysons Monitoring**
  - Completed transportation travel surveys of workers, residents, retail customers, and visitors to Tysons, establishing baseline trip-making characteristics before the opening of the new rail service.
  - Completed inventory of on and off street parking and peak usage of parking spaces.
  - Prepared information for annual report on Tysons.

- **Tysons East Dulles Connector Ramp**
  - Finalized scope and selected consultant.
  - Ramp alternatives are being developed.

- **Tysons Neighborhood Study Phase II**
  - Continued to refine mitigation measures for 29 intersections that fall within neighborhoods surrounding Tysons.
  - Developed conceptual designs for all intersections.
  - Added several intersections in response to Town of Vienna requests.
  - Held meetings with Supervisors in affected districts.
  - Public meetings anticipated in fall 2014.

- **Springfield Complete Streets**
  - Selected consultant to develop and cost complete streets in Springfield.
  - Developed complete street cross-sections while minimizing right-of-way requirements.
  - Anticipating meetings with Supervisor and then stakeholders in fall 2014.

- **Countywide Transit Network Study**
  - Continued evaluation of right-of-way and other impacts.
  - Study completion is anticipated in early 2015, pending completion of the Route 1 Multimodal Alternatives Analysis.

- **County Travel Demand Model Update**
  - Completed subzone boundary definition.
  - Project completion anticipated mid-2015.

- **Route 1 Multimodal Alternatives Analysis**
  - Worked with DRPT on evaluation of four options selected for further analysis.
  - Held second public meeting in March 2014 and presented initial findings.
  - Presented recommendation for roadway, pedestrian, and bicycle features.
  - Evaluation of transit options is ongoing.
  - Third public meeting scheduled in October 2014.
  - Study completion anticipated in early 2015.

- **I-66 Tier II Environmental Assessment**
  - Study initiated in July 2014.
  - Monitoring and providing input for VDOT study of managed lanes and enhanced transit.
  - Environmental Assessment completion anticipated end of 2015.
  - Construction anticipated to begin by 2017.

County Transportation Project Priorities

A Countywide Dialogue on Transportation was held in 2013. County staff conducted an extensive public outreach process to determine the public's priorities for transportation in the county. After considering the results of the outreach, on January 28, 2014, the Board of Supervisors approved a $1.4 billion list of Transportation Project Priorities (TPP) for the next six years, FY2015 – FY2020.

Since the last report, FCDOT has developed project timelines for projects included in the TPP list approved by the Board on January 28, 2014. It is envisioned that the TPP will be revised annually, resulting in a rolling funding plan for county transportation projects. It will also be updated to reflect actions of the Commonwealth Transportation Board, the Northern Virginia Transportation Authority, and other funding agencies.

The approved funding of $1.4 billion would largely come from local and regional funding and revenue sources over the next six years. This new infusion of statewide and regional revenue is the result of HB 2313, the Statewide Transportation funding plan approved by the General Assembly in 2013. Statewide transportation funds are primarily allocated by the Commonwealth Transportation Board. Of the regionally collected funds, HB 2313 provides that 30 percent of those funds collected in the county are directly available for local roadway and transit projects. The other 70 percent will be allocated for transportation projects by the Northern Virginia Transportation Authority. HB 2313 requires that each locality's total long-term benefit from these funds be approximately equal to the proportion of the fees and taxes received attributable to that locality.

Fairfax County Transportation Status Report

The $1.4 billion approved for funding transportation projects in the county will go towards building new and improving existing roads, sidewalks, trails, and bike lanes. FCDOT has developed projected timelines for the approximately 180 new projects. These timelines were presented to the Board of Supervisors on May 6, 2014. Project scoping and initial coordination has begun on many of the FY2015 projects. Projects with projected start dates in FY2015 (when scoping and initial coordination will begin) have been added to the project status section of this report. For reference, the remaining TPP projects with project start dates in FY2016 or later are listed below. A more detailed list of projects with projected timelines along with more information on the TPP can be found on the FCDOT website at http://www.fairfaxcounty.gov/fcdot/6yr_priorities.htm.

Transportation Project Priorities: FY2016 – FY2020 Projects

TPP ID No.	Project Name	District	Est. Cost ($M)	TPP Funding ($M)	Projected Scoping Start
1	Fairfax County Parkway and Popes Head Road	Springfield	$90.15	$68.00	TBD
9	Seven Corners Interchange Improvements	Mason, Providence	TBD	$3.00	3/1/2016
10	South Van Dorn Street and Franconia Road	Lee	$139.50	$4.00	7/1/2018
12	Dulles Toll Road - Rock Hill Overpass	Dranesville	$218.20	$0.50	TBD
13	Dulles Toll Road - South Lakes Drive Overpass	Hunter Mill	$82.25	$0.50	TBD
18	Shirley Gate Road from Braddock Road to Fairfax County Parkway/Popes Head Road	Braddock, Springfield	$39.50	$30.00	4/1/2016
19	Stone Road Overpass over I-66 from Route 29 to Route 28	Sully	$81.55	$5.00	7/1/2018
21	Backlick Road and Industrial Road	Lee, Mason	$2.09	$2.09	7/1/2018
30	Fort Hunt Road and Collingwood Road	Mount Vernon	$2.22	$2.22	7/1/2016
31	Georgetown Pike and Route 123	Dranesville	$1.68	$1.68	7/1/2015
32	Hunter Mill Road and Lawyers Road	Hunter Mill, Sully	$15.50	$15.50	7/1/2016
33	Kirby Road and Old Dominion Road	Dranesville	$10.70	$0.50	7/1/2018
34	Lewinsville Road and Spring Hill Road	Dranesville	$15.80	$0.10	7/1/2015
40	Silverbrook Road and Lorton Road	Mount Vernon	$3.60	$0.50	7/1/2016
54	Frying Pan Road - VA 28 to Centreville Road - 2 or 4 to 6 Lanes	Dranesville, Hunter Mill	$54.30	$40.80	7/1/2016
55	Hooes Road - Fairfax County Parkway to Silverbrook Road 2 to 4 Lanes	Mount Vernon, Springfield	$20.55	$15.00	7/1/2018
57	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	Mount Vernon	$29.25	$22.00	7/1/2016

Fairfax County Transportation Status Report

TPP ID No.	Project Name	District	Est. Cost ($M)	TPP Funding ($M)	Projected Scoping Start
59	US 1 (Richmond Hwy) - Occoquan River to CSX Overpass - 4 to 6 Lanes	Mount Vernon	$85.20	$5.00	7/1/2015
61	US 1 (Richmond Hwy) - Armistead Road to CSX Overpass - 4 to 6 Lanes	Mount Vernon	$84.75	$5.00	7/1/2015
87	Arlington Boulevard (Route 50) Walkway	Providence	$5.00	$5.00	7/1/2016
88	Arlington Boulevard (Route 50) Walkway	Providence	$0.70	$0.70	1/1/2019
89	Backlick Road Walkway	Lee	$1.00	$1.00	1/1/2016
90	Backlick Road Walkway	Mason	$1.10	$1.10	1/1/2016
91	Backlick Road Walkway	Mason	$2.00	$2.00	1/1/2016
94	Baron Road Walkway	Dranesville	$0.25	$0.25	10/1/2015
95	Braddock Road Walkway	Sully	$0.35	$0.35	1/1/2016
97	Browne Academy Paved Trail	Lee	$0.40	$0.40	1/1/2019
102	Chain Bridge Road (Route 123) Walkway	Providence	$1.80	$1.80	1/1/2017
104	Chain Bridge Road (Route 123) Walkway	Providence	$6.00	$0.25	7/1/2019
108	Chichester Lane Walkway	Providence	$0.30	$0.30	7/1/2015
109	Cinder Bed Road Bikeway	Lee	$4.00	$4.00	7/1/2018
110	Compton Road Walkway	Sully	$1.40	$1.40	1/1/2017
111	Compton Road Walkway	Sully	$3.00	$3.00	7/1/2016
112	Edsall Road/Montgomery Street	Mason	$0.15	$0.15	1/1/2017
114	Edsall Road Walkway	Mason	$4.00	$4.00	7/1/2015
117	Fairfax County Parkway Bicycle Wayfinding Signage	Braddock, Dranesville, Hunter Mill, Springfield, Braddock, Sully	$0.08	$0.08	7/1/2015
121	Fox Mill Road Walkway	Hunter Mill	$2.40	$2.40	1/1/2016
122	Franconia Road Median Refuge	Lee	$0.20	$0.20	1/1/2017
124	Gallows Road/Route 50	Providence	$0.25	$0.25	7/1/2015
125	Georgetown Pike Walkway (Phase IV)	Dranesville	$1.00	$1.00	1/1/2020
132	Hooes Road Walkway	Mount Vernon	$0.40	$0.40	1/1/2017
133	Hunter Village Drive Bicycle Parking	Springfield	$0.08	$0.08	7/1/2017

Fairfax County Transportation Status Report

TPP ID No.	Project Name	District	Est. Cost ($M)	TPP Funding ($M)	Projected Scoping Start
134	Hunter Village Drive Walkway	Springfield	$0.30	$0.30	7/1/2017
136	Idylwood Road Walkway	Dranesville	$0.59	$0.59	7/1/2016
137	Idylwood Road Walkway	Dranesville	$0.81	$0.81	1/1/2018
140	Kirby Road Walkway	Dranesville	$0.40	$0.40	7/1/2015
141	Kirby Road Walkway	Dranesville	$1.50	$1.50	7/1/2015
142	Kirby Road Walkway	Dranesville	$0.85	$0.85	7/1/2019
143	Kirby Road Walkway	Dranesville	$0.95	$0.95	7/1/2019
146	Leesburg Pike (Route 7)/Utterback Store Road	Dranesville, Hunter Mill	$0.15	$0.15	7/1/2017
147	Lisle Avenue Walkway	Dranesville	$0.60	$0.60	7/1/2018
150	Magarity Road Walkway	Dranesville	$1.00	$1.00	7/1/2016
154	Mount Vernon Memorial Highway (Potomac Heritage National Scenic Trail)	Mount Vernon	$6.50	$6.50	7/1/2015
155	North Shore Drive Walkway	Hunter Mill	$1.40	$1.40	7/1/2015
157	Old Dominion Drive Walkway	Dranesville	$0.25	$0.25	1/1/2020
158	Old Keene Mill Road Bike Shoulders	Springfield	$9.10	$9.10	1/1/2018
159	Olney Road Walkway	Dranesville	$0.50	$0.50	1/1/2020
160	Peabody Drive Walkway	Dranesville	$0.40	$0.40	7/1/2019
161	Peace Valley Lane Walkway	Mason	$0.50	$0.50	1/1/2018
162	Pleasant Valley Road Walkway	Sully	$3.80	$3.80	7/1/2017
163	Post Forest Drive Walkway	Springfield	$0.30	$0.30	7/1/2016
164	Post Forest Drive Walkway	Braddock	$0.60	$0.60	1/1/2017
166	Riverside Road Walkway	Mount Vernon	$0.40	$0.40	1/1/2016
167	Rolling Road Walkway	Braddock	$0.80	$0.80	7/1/2016
169	Seminary Road Walkway	Mason	$1.60	$1.60	1/1/2016
171	Silverbrook Road Walkway	Springfield	$0.20	$0.20	1/1/2017
172	Sleepy Hollow Road Walkways	Mason	$4.30	$4.30	7/1/2015
173	Soapstone Drive Walkway	Hunter Mill	$1.20	$1.20	1/1/2019
175	South Lakes Drive Walkways	Hunter Mill	$3.65	$3.65	1/1/2016

Fairfax County Transportation Status Report

TPP ID No.	Project Name	District	Est. Cost ($M)	TPP Funding ($M)	Projected Scoping Start
176	Sunrise Valley Drive Walkway	Hunter Mill	$0.50	$0.50	1/1/2018
178	Telegraph Road/Franconia Road	Lee	$0.15	$0.15	7/1/2017
182	Van Dorn Street Pedestrian and Bicycle Access Improvements	Lee	$0.50	$0.50	1/1/2016
183	Vienna Metrorail Station Area Bicycle Connectivity Improvements	Providence	$1.00	$1.00	7/1/2018
185	Westmoreland Street On-Road Bike Lanes	Dranesville	$0.04	$0.04	1/1/2016
186	Westmoreland Street Walkway	Dranesville	$1.80	$1.80	7/1/2018
187	Westmoreland Street/Rosemont Drive	Dranesville	$0.15	$0.15	1/1/2017
195	Crestview Drive Walkway	Dranesville	$0.30	$0.30	6/1/2019
196	Crestview Drive Walkway	Dranesville	$0.40	$0.40	6/1/2019
197	Georgetown Pike (Route 193) Crosswalk	Dranesville	$0.10	$0.10	1/1/2020
199	Georgetown Pike (Route 193) Walkway	Dranesville	$1.00	$0.05	1/1/2020
201	Great Falls Street Walkway	Dranesville	$0.40	$0.40	6/1/2019
202	Great Falls Street Walkway	Dranesville	$1.20	$1.20	7/1/2015
203	Idylwood Road Walkway	Dranesville	$0.30	$0.30	1/1/2020
204	Ingleside Avenue Walkway	Dranesville	$0.95	$0.95	1/1/2020
205	Little River Turnpike (Route 236) Walkway	Mason	$1.30	$1.30	7/1/2016
206	Mason Neck Trail (Gunston Road Walkway)	Mount Vernon	$5.00	$5.00	7/1/2016
207	Monroe Street Walkway	Hunter Mill	$0.20	$0.20	7/1/2016
208	Redd Road Walkway	Dranesville	$0.10	$0.10	7/1/2019
209	Scotts Run Stream Valley Trail	Dranesville	$5.50	$3.00	7/1/2019
211	Rock Hill Road Walkway	Dranesville	$1.75	$1.75	1/1/2020
215	Cleveland Ramp	Dranesville	TBD	$2.00	TBD
220	Jefferson Manor Neighborhood Improvements	Lee	$14.50	$1.00	TBD
221	Route 236/Little River Turnpike - I-495 to John Marr - 4 to 6 Lanes w/Streetscape	Braddock, Mason	TBD	$2.50	2/1/2016
224	Reston Town Center On-Road Bike Lanes	Hunter Mill	$0.04	$0.04	7/1/2017
226	Rolling Valley Connector Trail	Springfield	$1.40	$0.25	7/1/2018
227	Belle View Blvd/ G.W. Parkway	Mount Vernon	$0.40	$0.10	7/1/2018

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TPP ID No.	Project Name	District	Est. Cost ($M)	TPP Funding ($M)	Projected Scoping Start
228	Franconia-Springfield Parkway Trail Connection	Lee	$0.23	$0.23	7/1/2016
229	Route 236 (LRT) Corridor Improvements	Mason	$7.50	$7.50	1/1/2016
230	Holmes Run Stream Valley Trail	Mason	$1.50	$1.50	7/1/2018
234	Little River Turnpike Walkway	Mason	TBD	$3.00	1/1/2016
235	Little River Turnpike Walkway	Mason	TBD	$1.10	7/1/2015
236	Lanier Street Bike/Ped Connection	Mason	TBD	$0.15	1/1/2016
237	Dolley Madison Walkway	Dranesville	$4.00	$4.00	1/1/2018
238	Kirby Road Walkway	Dranesville	$1.30	$1.30	7/1/2017
239	Chesterbrook Road Walkway	Dranesville	$1.00	$1.40	7/1/2019
240	Chesterbrook Road Walkway	Dranesville	$1.00	$1.25	7/1/2019

Fairfax County Transportation Status Report - Legend

Abbreviations

ADA *= Americans with Disabilities Act*

BMP *= "Best Management Practices" Stormwater Management Facility*

CIM *= Community Information Meeting*

COG *= Council of Governments*

CTB *= Commonwealth Transportation Board*

DCBPA *= Dulles Corridor Bicycle and Pedestrian Access*

DPWES *= Department of Public Works and Environmental Services*

DPZ *= Department of Planning and Zoning*

DTR *= Dulles Toll Road*

EB *= Eastbound*

ES *= Elementary School*

FCDOT *= Fairfax County Department of Transportation*

FCPA *= Fairfax County Park Authority*

FCPS *= Fairfax County Public Schools*

FHWA *= Federal Highway Administration*

FMD *= Facilities Management Department*

FY *= Fiscal Year*

HS *= High School*

LF *= Linear Feet*

MOA *= Memorandum of Agreement*

MOU *= Memorandum of Understanding*

MUTCD *= Manual on Uniform Traffic Control Devices*

MWAA *= Metropolitan Washington Airports Authority*

N/A *= Not Available or Not Applicable*

NB *= Northbound*

NTP *= Notice to Proceed*

NVTA *= Northern Virginia Transportation Authority*

PFI *= Preliminary Field Inspection*

PIM *= Public Information Meeting*

PPTA *= Public-Private Transportation Act*

RFP *= Request for Proposals*

RFQ *= Request for Qualifications*

RHPTI *= Richmond Highway Public Transportation Initiative*

RMAG *= Reston Metrorail Access Group*

RT7PI *= Route 7 Pedestrian Initiative*

RT50PI *= Route 50 Pedestrian Initiative*

SB *= Southbound*

TBD *= To Be Determined*

TMP *= Traffic Management Plan*

TMSAMS *= Tysons Metrorail Station Access Management Study*

UDCD *= Utilities Design and Construction Division, Department of Public Works and Environmental Services*

VDOT *= Virginia Department of Transportation*

VRE *= Virginia Railway Express*

VSMP *= Virginia Stormwater Management Program*

WB *= Westbound*

WMATA *= Washington Metropolitan Area Transit Authority*

Fairfax County Transportation Status Report - Legend

Project Status Report Key

Capital Projects Staff

AB *= Audra Bandy*

AL *= Adam Lind*

CL *= Caijun Luo*

CWS *= Charlie Strunk*

CW *= Chris Wells*

DPWES *= Department of Public Works and Environmental Services*

GF *= Greg Fuller*

GM *= Guy Mullinax*

JYR *= Jane Rosenbaum*

KLM *= Karyn Moreland*

MJG *= Michael Guarino*

NF *= Neil Freschman*

SLC *= Smitha Chellappa*

SSS *= Sung Shin*

TB *= Tad Borkowski*

VA *= Vanessa Aguayo*

WPH *= Bill Harrell*

Status

Bid Ad
Complete
Construction*
Design
On Going
On Hold
Project Initiation
ROW *= Land Acquisition*
Study
Terminated
Utilities *= Utility Relocation*

* *Construction phase begins when design and ROW are complete, and may include pre-advertisement activities, bid advertisement, and contract award.*

Funding Source

ARRA *= American Recovery & Reinvestment Act of 2009*

C & I *= Commercial and Industrial Property Tax for Transportation*

CMAQ *= Congestion Mitigation & Air Quality*

DAR *= Defense Access Road*

DOD *= Department of Defense*

FTA *= Federal Transit Administration*

HSIP *= Highway Safety Improvement Program (formerly HES)*

JARC *= Job Access Reverse Commute*

NVTD Bonds *= Northern Virginia Transportation District Bonds*

NVTA *= Northern Virginia Transportation Authority local and/or regional funds*

OEA *= Office of Economic Adjustment*

Primary *= Primary 6-Year Program*

RSTP *= Regional Surface Transportation Program*

Secondary *= Secondary 6-Year Program*

TAC Spot *= Transportation Advisory Commission Spot Improvements*

Project Type

INT *= Interstate*

PED/BIKE *= Pedestrian and/or Bicycle*

PRI *= Primary Road*

SEC *= Secondary Road*

TRAN *= Transit*

Project Status Report

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00620	BR	**Braddock Road Multimodal Study**	COUNTY	**Study**	94.630	55.500	**D**	TBD	TBD	
		Widen Braddock Road from 4 to 6 lanes from Burke Lake Road to Guinea Road, widen Braddock Road from 6 to 8 lanes from Burke Lake Road to I-495 with HOV lanes, and park-and-ride facility					**R**	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
SEC	TB						**C**	TBD	TBD	
Community task force established for project. Initial meetings held to review and finalize project scope. Finalizing RFP to hire consultant. Next task force meeting scheduled for October 2014. Funding application submitted to NVTA.										
00620	BR	**Braddock Road/Danbury Forest Drive/Wakefield Chapel Road**	COUNTY	**Design**	0.500	0.050	**D**	Jun-14	Jul-15	👍
		Construct short-term left-turn lane improvements					**R**	N/A	N/A	
			4YP303		C & I		**U**	N/A	N/A	
SEC	SLC						**C**	Sep-15	Nov-15	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. C & I funds allocated to expedite design. Intermediate plans distributed for review.										
00620	BR	**Braddock Road/Olley Lane**	VDOT	**Project Initiation**	0.150	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14.										
00620	BR	**Braddock Road/Roberts Road**	COUNTY	**Project Initiation**	0.850	0	**D**	TBD	TBD	
		Construct right turn lane from NB Roberts Road to EB Braddock Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, September 23, 2014

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00620	BR, SP	**Braddock Road/Route 123**	COUNTY	**Design**	4.250	1.808	**D**	Jun-10	Sep-14	👍Δ
		Interim improvements: Add dual left turn lanes on Route 123, add through lane and left turn lane on Roanoke River Road, extend turn lanes at Braddock Road and Route 123					**R**	Nov-13	Apr-14	☺Δ
			R12301A		C & I		**U**	Sep-14	Nov-14	
SEC	WPH						**C**	Oct-14	Dec-15	Δ
Final design in progress. Design completion advanced three months. Land acquisition completed four months ahead of schedule, and utility relocation schedule added. Construction completion adjusted five months to allow for a shut-down during the World Police and Fire Games.										
00643	BR	**Burke Centre Safe Routes to Schools**	COUNTY	**Design**	0.140	0.070	**D**	Feb-13	Jun-15	👎Δ
		Provide a refuge island and upgrade ramps and pavement striping at intersection of Burke Centre Parkway and Marshall Pond Road/Schoolhouse Woods Road					**R**	Oct-14	May-15	Δ
			SRTS-089		Federal		**U**	N/A	N/A	
PED/ BIKE	AL						**C**	Aug-15	Mar-16	Δ
Final design is in progress. Project plats in progress. Right-of-way phase added to VDOT agreement. ROW authorization request sent out 8/21/14. Design schedule adjusted nine months to resolve funding issues and to complete a funding agreement which was required to secure additional funds. Land acquisition schedule adjusted nine months and construction schedule adjusted ten months as a result. Corrected design start date.										
06493	BR	**Burke Commons Road Walkway**	COUNTY	**Construction**	0.675	0.230	**D**	Feb-10	Jan-14	☺
		Construct 700 LF sidewalk from Merridith Circle to Roberts Parkway along north side					**R**	Aug-12	Dec-13	☺
			PPTF01-02200		C & I		**U**	Feb-14	Nov-14	👎Δ
PED/ BIKE	CL						**C**	Apr-14	Nov-14	👎Δ
Part of the C&I Project Program endorsed by the BOS on 10/19/09. Authorized for construction 4/14/14. Utility relocation schedule extended eight months to allow for some relocation work to occur with construction, and construction completion adjusted two months because of revised construction schedule to better reflect activities required. Pre-construction meeting held on 7/24/14. Notice to Proceed with construction given on 8/4/14.										
00645	BR, SP	**Burke Lake Road/Coffer Woods Road**	COUNTY	**ROW**	0.904	0.370	**D**	Aug-13	Apr-15	👍Δ
		Pedestrian intersection improvements and extend sidewalk 600 LF					**R**	Aug-14	Mar-15	👍Δ
			4YP301-PI02		2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. C & I funds allocated to expedite design and land acquisition. Final design comments received and revising plans to address comments. NTP for land acquisition issued on 8/7/14. Land acquisition schedule adjusted due to additional time required to address plan comments. Design start and completion dates corrected.										

Status Key: ☺=Complete; 👍=OnSchedule; 👎=Behind Schedule; Δ =Change Since Previous Report; 🚩=Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	BR	**Burke VRE Connector Phase IV** Trail from VRE Station west to Oak Leather Court/Lake Barton	COUNTY	**Project Initiation**	1.200	0	D	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	CWS						C	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate completing scoping and initial coordination in winter 2015.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	BR	**Cross County Trail (CCT) Pavement Upgrades** Upgrade and pave 7,900 LF of trail between Route 236 and Braddock Road	COUNTY	**Project Initiation**	0.876	0	D	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	CWS						C	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. This segment of trail facilities bicycle commuting and will enhance connectivity. Anticipate starting scoping and initial coordination in spring 2015.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	BR, SP	**George Mason University Transit Center** Construct transit center with up to 10 bus bays and amenities such as shelters and lighted kiosks	COUNTY	**Project Initiation**	1.000	1.000	D	TBD	TBD	
							R	TBD	TBD	
					2007 Bonds		U	TBD	TBD	
TRAN	WPH						C	TBD	TBD	

GMU will administer the project. Additional coordination internally and with GMU is ongoing. FCDOT received agreement in August 2014. FCDOT staff and Office of County Attorney are reviewing agreement, and Board approval will be required to transfer funds. Schedule will be set when agreement is executed, anticipated in early 2015.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	BR, SP	**GMU West Campus Bypass** Roadway crossing Route 123 west to Braddock Road	GMU	**Construction**	15.000	15.000	D	Mar-12	Aug-12	☺
							R	N/A	N/A	
					State		U	Mar-13	Dec-14	👎Δ
SEC	WPH						C	Mar-13	Dec-14	👎Δ

Design-build project. Kelley Drive drainage improvement is being coordinated with VDOT and FCDOT. Construction in progress. Utility relocation delayed by seven months, due to major issues relocating a Verizon line. Construction completion adjusted accordingly with opening of Campus Drive anticipated on 12/15/14. Overall construction contract completion anticipated on 1/27/15.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
XXXXX	BR	**GMU-Fairfax City-Vienna Metrorail Bike Route** Brand and sign bike route between GMU and Vienna Metrorail Station	COUNTY	**Design**	0.010	0.010	**D**	Jun-14	Sep-14	👍
							R	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	TBD	TBD	

Due to low estimated cost and need to coordinate with Fairfax City and GMU, funding source has changed from 2014 Bonds to C & I. Added design schedule.

XXXXX	BR	**Government Center Area Bicycle Demonstration Project** Improve bicycling in the Fairfax Government Center Area by retrofitting roadways using road/lane diets	COUNTY	**Project Initiation**	0.180	0.180	**D**	Apr-14	TBD	
							R	N/A	N/A	
					C & I		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	TBD	TBD	

Install pavement markings and signage. Roads to be evaluated include Government Center Parkway (Random Hills Road to Fairfax City), Post Forest Drive (West Ox Road to Government Center Parkway), Legato Road (Post Forest Drive to Route 29), and Ridge Top Road (Random Hills Road to Route 29). To be completed as part of future VDOT summer repaving schedule. This project is in conformance with DPZ's "Fairfax Forward" planning effort and Best Management Practices. Portions of project will be coordinated with the Public Safety Headquarters project. Preliminary design in progress. Public outreach planned. Design will be finalized once future repaving schedule determined.

05101	BR	**Lake Braddock Drive Road Diet** On-road bike lanes from Burke Road to Rolling Road	COUNTY	**Project Initiation**	0.040	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

05422	BR	**Lakepointe Drive/Guinea Road** Pedestrian intersection improvements, extend sidewalk on Lakepointe Drive	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $)	Avail Funds (Mil $) / Fund Type	Phase	Start Date	End Date	Status
XXXXX	BR	**Northern Virginia Community College Transit Center** Construct transit center with up to 7 bus bays and amenities such as shelters and lighted kiosks	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
							R	TBD	TBD	
					2007 Bonds		**U**	TBD	TBD	
TRAN	CL						**C**	TBD	TBD	

Conceptual layout developed at preferred site in coordination with NVCC. Developing planning level cost estimate and preparing to present proposed layout to NVCC for approval. Working on funding and administration agreement. Schedule will be established once site layout and location agreed upon and funding agreement finalized, anticipated in early spring 2015.

00644	BR	**Old Keene Mill Road Walkway** North side from Carrleigh Parkway west to existing	COUNTY	**Project Initiation**	0.100	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

00743	BR	**Post Forest Drive Walkway from Legato Road to Government Center Parkway** Construct walkway on south side of Post Forest Drive	COUNTY	**Project Initiation**	0.600	0.600	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2017.

00638	BR, SP	**Rolling Road VRE Parking Expansion Study** Study additional parking spaces at Rolling Road VRE Station	COUNTY	**Study**	1.000	1.000	**D**	Jul-13	Oct-14	👎Δ
							R	N/A	N/A	
			2G40-055-000		CMAQ		**U**	N/A	N/A	
SEC	JYR						**C**	N/A	N/A	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Evaluation of alternatives in progress. Briefing with district supervisor was held in late August. Long and short user demands to be investigated further. Additional bus service demands will also be investigated. Study completion date delayed two months as a result of staff changes within the consulting firm and additional analysis.

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Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00638	BR	**Rolling Road Walkway from Roxbury Avenue to Tuttle Road** Construct walkway on east side of Rolling Road	COUNTY	**Project Initiation**	0.800	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2016.										
00029	BR, SP	**Route 29 from Federalist Way to Stevenson Street** Construct segments of a new shared-use path and provide connection to existing trail on the west side of Route 29	COUNTY	**Complete**	2.002	3.905	**D**	Nov-06	Dec-12	☺
							R	May-12	Dec-12	☺
			2G40-033-000		Revenue Sharing		**U**	Apr-12	Dec-12	☺
PRI	JYR		59094				**C**	May-13	Jun-14	☺Δ
Project complete. Construction completion schedule adjusted three months, due to weather and to address punch list items.										
00029	BR, SP, SU	**Route 29 from Legato Road to Shirley Gate Road** Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road	COUNTY	**Utilities**	14.140	14.207	**D**	Dec-08	Nov-14	👍
							R	Jul-13	Feb-14	☺
			4YP212-5G25-052-000		2007 Bonds, Revenue Sharing, C & I		**U**	Mar-14	Mar-15	👍Δ
PRI	JYR						**C**	Jan-15	Mar-16	
Utility relocation is in progress. Second pre-final design distributed to VDOT 4/22/14. Minor comments received from VDOT in August 2014 which are being addressed. Stormwater measures and analysis have been approved by county Stormwater Division and VDOT Drainage. TMP plans approved by VDOT on 5/27/14. Utility start date adjusted.										
00050	BR, PR	**Route 50 and Waples Mill Road** Intersection improvements	COUNTY	**Project Initiation**	TBD	0.250	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Local		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Partial funding for study of potential interim/low cost improvements. NVTA's TransAction 2040 and the county's Comprehensive Plan calls for Interchange. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in winter 2015.										

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Braddock District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00710	BR	**Wakefield Chapel Road Bike Lanes** Extend on-road bike lanes from Pulley Court to NVCC Campus	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016. Project will require ROW purchase and construction of approximately 200 linear feet of new roadway, including curb, gutter, and sidewalk.

00710	BR	**Wakefield Chapel Road Walkway** East side from Braddock Road to Stahlway Lane	COUNTY	**Project Initiation**	0.500	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

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Project Status Report

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00686	DR	**Balls Hill Road and Old Dominion Drive**	COUNTY	**Project Initiation**	9.000	0.200	**D**	TBD	TBD	
		Intersection improvements, including possible roundabout and pedestrian facilities					**R**	TBD	TBD	
					NVTA Local		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	
Partial funding for alternatives analysis. Project scoping and initial coordination in progress. Anticipate awarding contract for alternatives analysis in early 2015.										
01744	DR	**Birch Street Sidewalk**	COUNTY	**Design**	0.800	0.200	**D**	Dec-11	Aug-15	👍Δ
		Construct 700 LF concrete sidewalk on west side from Grove Avenue to existing Falls Church City sidewalk					**R**	Nov-14	Jul-15	
			PPTF01-04800		C & I		**U**	Jul-15	Nov-15	
PED/ BIKE	WPH						**C**	Sep-15	Mar-16	
Part of the C&I Project Program endorsed by the BOS on 10/19/09. Pre-Final design is in progress. Utility designation information provided to the county on 8/12/14. Reviewing ditch modifications to avoid utility conflicts. Design start date corrected and utility relocation schedule added.										
00689	DR	**Chesterbrook Road Walkway from Chesterbrook Vale Ct to N Albemarle St**	COUNTY	**Project Initiation**	1.300	1.300	**D**	TBD	TBD	
		Construct walkway on south side of Chesterbrook Road					**R**	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	SLC						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.										
00689	DR	**Chesterbrook Road Walkway from Golden Court to Maddux Lane**	COUNTY	**Project Initiation**	1.200	1.200	**D**	TBD	TBD	
		Construct walkway on north side of Chesterbrook Road					**R**	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	SLC						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00689	DR	**Chesterbrook Road Walkway from Kirby Road to Golden Court** Construct walkway on north side of Chesterbrook Road	COUNTY	**Project Initiation**	0.850	0.850	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	SLC						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.										
03141	DR	**Dead Run Drive Sidewalk** Construct 1,200 LF concrete sidewalk on south side from Carper Street to Congress Lane	COUNTY	**Complete**	0.500	0.430	**D**	Sep-11	Jan-14	☺Δ
							R	Dec-12	Apr-14	☺Δ
			PPTF01-04900		C & I		**U**	N/A	N/A	
PED/ BIKE	WPH						**C**	Apr-14	Aug-14	☺Δ
Part of the C&I Project Program endorsed by the BOS on 10/19/09. Construction is complete. Construction completion adjusted to allow condemnation and to address easement encroachments. Design start date and land acquisition completion date adjusted.										
00123	DR	**Dolley Madison Blvd Sidewalk** South side from Chain Bridge Road to bus stop east of Kurtz Road	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	AL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										
00123	DR	**Dolley Madison Blvd Sidewalk** South side missing links from Old Dominion Drive to Beverly Avenue	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	AL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										

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Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00123	DR, PR	**Dolley Madison Blvd Walkway (DCBPA)**	COUNTY	**Design**	2.000	1.200	**D**	Mar-13	May-15	👎Δ
		Great Falls St/Lewinsville Road to McLean Metrorail Station					**R**	TBD	TBD	
			DCBPA-065		CMAQ		**U**	Nov-14	May-15	
PED/ BIKE	SSS		93146				**C**	Jun-15	Jan-16	

Pre-final design comments were received. Test holes complete. Submission to MWAA regarding permit agreement issued 7/25/14. Design completion date delayed one month, but the project completion date did not change. Corrected design start date. Added utility relocation schedule.

00123	DR	**Dolley Madison Boulevard/Churchill Road**	COUNTY	**Complete**	0.225	0.250	**D**	Mar-10	Jun-13	☺
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	Dec-12	Jul-13	☺
			PPTF01-02400		C & I		**U**	N/A	N/A	
PED/ BIKE	GM						**C**	Oct-13	Mar-14	☺Δ

Part of the C & I Project Program endorsed by the BOS on 10/19/09. Construction completed one month ahead of schedule.

XXXXX	DR, PR, HM	**Dulles Rail Phase 1**	MWAA	**Complete**	2740.000	2740.000	**D**	Apr-05	Jun-10	☺
		Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue					**R**	Jan-08	Nov-08	☺
					Federal, State, Local, Tax District, MWAA		**U**	Feb-08	Jan-10	☺
TRAN	WPH		70554				**C**	Jan-09	Jul-14	☺Δ

Project opened for service on 7/26/14. For further information, see http://www.dullesmetro.com.

XXXXX	DR, HM	**Dulles Rail Phase 2**	MWAA	**Construction**	2780.000	330.000	**D**	Jul-13	Jun-15	👍
		Construct six new stations, two in Fairfax County, and extend Metrorail from Wiehle Avenue to Route 722 in Loudoun County					**R**	Jul-13	Jan-16	👍
					Federal		**U**	Jul-13	Oct-16	👍
TRAN	WPH		97226				**C**	Feb-14	Jul-18	👍

Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month design-build schedule. The cost estimate with value engineering, Packet A savings, and funding the garages outside of the project brings the revised total project estimate to $2.78 billion. Fairfax County will design, build, and operate the Herndon and Innovation Center Station garages. The estimated cost to Fairfax County to construct the parking garages is $135 million. Fairfax County is progressing on the design of both garages with the construction start scheduled for March 2016. Garages will be funded by revenue bonds supported by parking fees. For further information, see http://www.dullesmetro.com.

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Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
03671	DR	**Elm Street/Dolley Madison Blvd Improved Ped/Bike Crossing** Median, curb ramp, and crosswalk improvements	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	GF						**C**	TBD	TBD	

Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in September 2014. Original scope called for installing rectangular rapid flashing beacons (RRFB), but the scoping analysis revealed that the necessary warrants for the RRFB are not met. As a result, the project was revised to reflect the current set of improvement.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00286	DR, HM, LE, SP	**Fairfax County Parkway/Franconia-Springfield Parkway** Median Safety Improvements	VDOT	**Complete**	0.923	1.429	**D**	2012	Jun-13	☺
							R	N/A	N/A	
					HSIP		**U**	N/A	N/A	
PRI	KLM		101017, 104002				**C**	Jul-13	Jul-14	☺Δ

Construction completed five months ahead of schedule.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00193	DR	**Georgetown Pike Walkway Phase II** Construct 1,750 LF walkway from Utterback Store Road (Krop Property) to Falls Chase Court	DPWES	**Bid Ad**	0.520	0.520	**D**	Nov-09	Jun-14	☺
							R	Aug-13	Nov-13	☺
			W00200-W202B		District Walkway, Federal		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	Oct-14	Aug-15	Δ

Requested VDOT construction authorization, but approval has been delayed to obtain an environmental recertification which has been received. Construction completion adjusted nine months as a result.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00193	DR	**Georgetown Pike Walkway Phase III** Falls Bridge Lane, extending east to the existing asphalt trail approximately 275 feet	COUNTY	**On Hold**	0.300	0.300	**D**	TBD	TBD	
							R	TBD	TBD	
			GTP-130		Federal		**U**	TBD	TBD	
PED/ BIKE	MJG						**C**	TBD	TBD	

This is an Enhancement Grant Project. Project on hold to allow for additional coordination with residents over proposed use of curb and gutter to avoid extensive tree removal.

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Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00697	DR	**Great Falls Street Walkway from I-66 Bridge to North West Street** Construct walkway on Great Falls Street	COUNTY	**Project Initiation**	1.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

XXXXX	DR	**Herndon Bus Operations Expansion** Upgrade site and building, and enclosure of 2,600 SF canopy at existing facility	COUNTY	**Design**	12.000	12.000	**D**	Mar-14	Jul-15	👎Δ
							R	N/A	N/A	
			TF-000017-001		Bonds		**U**	N/A	N/A	
TRAN	DPWES						**C**	Mar-16	Aug-17	Δ

Design in progress. Design completion delayed two months, due to scope changes to address additional renovations that are needed and the subsequent design contract amendment. Construction schedules adjusted four months as a result and to allow for phasing to keep facility operational during construction.

I-66	DR	**I-66 Spot Improvements (Inside the Beltway)** Lengthen acceleration/deceleration lanes: Spots 1 and 3 are in Arlington Co., Spot 2 (Sycamore St./Washington Blvd. to DTR) crosses into Fairfax County	VDOT	**Construction**	33.400	26.000	**D**	Feb-12	Jun-13	☺
							R	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	SLC		78828				**C**	Jul-13	Aug-15	👍

Spot 2 design is complete. Pardon our dust meeting held on 1/15/14. Construction is 25% complete.

00695	DR	**Idylwood Road Sidewalk** Construct approximately 600 LF of 5' Concrete sidewalk along Idylwood Rd from approx. 600 LF south of Redd Rd to Redd Road	COUNTY	**Design**	0.750	0.361	**D**	Nov-13	Dec-15	👎Δ
							R	Mar-15	Sep-15	Δ
			PPTF01-06300		C & I		**U**	Oct-15	Jan-16	
SEC	WPH						**C**	Mar-16	Aug-16	Δ

Pre-final design is in progress. Design completion date delayed one month. Construction start date adjusted, but the project completion date did not change. Utility relocation schedule added. Design and land acquisition start dates adjusted.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00695	DR	**Kirby Road Sidewalk** North side from Chesterbrook Pool to east of Chesterbrook Elementary School	COUNTY	**Design**	0.550	0.150	**D**	July-13	Aug-15	👎Δ
							R	Nov-14	Jun-15	Δ
			4YP302-PB05		2014 Bonds, C & I		**U**	Jun-15	Nov-15	
PED/ BIKE	WPH						**C**	Nov-15	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Pre-Final design is in progress. Design delayed two months, due to missing stormwater drainage invert information. Land acquisition schedule adjusted accordingly. Utility relocation schedule and construction start date added. Additional funds required for construction. Allocated C & I funds to expect project.

00695	DR	**Kirby Road Walkway from Chesterbrook Elementary School to Halsey Road** Construct walkway on south side of Kirby Road	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00695	DR	**Kirby Road Walkway from Halsey Road to Franklin Avenue** Construct walkway on south side of Kirby Road	COUNTY	**Project Initiation**	1.500	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00694	DR	**Lewinsville Road Walkway Phase II** Construct 1,400 LF walkway along south side from Snow Meadow Lane to Elsinore Avenue	COUNTY	**Construction**	0.900	0.670	**D**	Apr-10	Jul-13	☺
							R	Nov-11	Jun-13	☺
			PPTF01-03500		C & I		**U**	Sep-13	Dec-13	☺
PED/ BIKE	SSS						**C**	Sep-13	Sep-14	👎Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Construction is 85% complete. Permit revision approved 6/9/14. Construction completion date adjusted five months, due to plan revision and permit re-submission to change ditch section to curb and gutter to minimize property impacts.

Status Key: ☺ =Complete; 👍=OnSchedule; 👎=Behind Schedule; Δ =Change Since Previous Report; 🚩=Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
03547	DR	**McLean Streetscapes Phase III**	COUNTY	**Design**	2.500	1.408	**D**	Oct-11	Sep-15	👍
		Chain Bridge Road from Laughlin Street to Corner Lane; Center Street to Shell Gas Station					**R**	Dec-14	Jun-15	Δ
			CR-000004-001		Enhancement		**U**	TBD	TBD	
PED/ BIKE	AL						**C**	Dec-15	Sep-16	

VDOT Transportation Enhancement Grant Project approved on 11/8/11. This project is being coordinated with Project 008912, CDC McLean Signal Replacement project. NTP for second pre-final design issued 5/22/14. Plats to be completed in-house. Streetlight comments sent to consultant 8/21/14. Adjusted land acquisition start date.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
01799	DR	**North West Street Sidewalk from Great Falls Street to Brilyn Place**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		Install sidewalk on north side of North West Street					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00309	DR	**Old Dominion Drive and Bellview Road**	COUNTY	**ROW**	0.650	0.400	**D**	Sep-13	Jan-15	👍Δ
		Improve sight distance at intersection					**R**	Aug-14	Jan-15	👍Δ
			RSPI01-01500		C&I		**U**	Aug-14	Oct-14	👍
PRI	SLC						**C**	Feb-15	Aug-15	Δ

Pre-Final design plans distributed on 7/11/14. An early clearing project (Phase I) was added to the scope to clear trees and brush within the existing R/W, scheduled for September 2014. Citizens Information Meeting scheduled for 9/18/14. Land Acquisition schedule updated and advanced four months. Utility relocation schedule added. Design schedule advanced eight months and construction schedule advanced ten months.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00309	DR	**Old Dominion Drive and Linway Terrace/Birch Road**	COUNTY	**Design**	0.600	0.400	**D**	Jul-13	Jul-15	👍
		Pedestrian intersection and bus stop improvements					**R**	Oct-14	Apr-15	
			PPTF01-06200		C&I		**U**	TBD	TBD	
PED/ BIKE	SLC						**C**	Aug-15	Dec-15	

Test pits have been ordered for utility relocation. Pre-final design in progress. VDOT will be doing the traffic signal rebuild for this intersection and a design coordination meeting is scheduled for 8/29/14.

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Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00309	DR	**Old Dominion Drive and McLean Drive**	COUNTY	**Design**	0.150	0.150	**D**	Sep-13	Jan-15	👍
		Install median and McLean gateway sign					**R**	N/A	N/A	
			MCL-092		Enhancement		**U**	N/A	N/A	
SEC	MJG						**C**	Apr-15	Oct-15	
VDOT Transportation Enhancement Grant approved and received 4/17/13. Intermediate design is underway.										
XXXXX	DR, PR	**Pavement Marking Plans (TMSAMS)**	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
		Magarity Road, Jones Branch Drive, Westmoreland St, Madrillon Road					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Anticipate starting scoping and initial coordination in fall 2014.										
00123	DR	**Route 123 and Great Falls Street/Lewinsville Road Intersection**	COUNTY	**Project Initiation**	6.900	0	**D**	TBD	TBD	
		Add or extend existing turn lanes on all approaches, remove channelized islands, and construct missing sidewalk segments					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	VA						**C**	TBD	TBD	
Project will be interim improvements ahead of potential grade separation per Tysons Neighborhood Planning Study which is in progress. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14.										
00007	DR, PR	**Route 7 Bridge Rehabilitation**	VDOT	**Design**	34.400	20.500	**D**	Sep-12	Apr-15	👎Δ
		Bridge over Dulles Toll Road					**R**	May-15	Nov-15	Δ
					Bridge, NVTA Regional		**U**	Nov-15	Aug-16	Δ
PRI	SLC		82135				**C**	Nov-15	Jun-17	Δ
Public hearing held 2/20/14. The project is currently funded by federal bridge funds identified in VDOT's Six-Year Improvement Program. Fairfax County has requested additional funding from NVTA for the project. Environmental document is complete. Design completion date delayed seven months since the project is now being pursued as a design-build project. Land acquisition and utility relocation dates advanced four months, and construction schedule advanced three months. Design-build NTP anticipated in winter 2015.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00007	DR, HM, PR	**Route 7 from Reston Avenue to Jarrett Valley Drive** Widen to 6 lanes (PE Only)	VDOT	**Design**	30.000	7.692	**D**	Jun-11	TBD	👍
							R	N/A	N/A	
					NVTD Bonds, Federal		**U**	N/A	N/A	
PRI	SLC		52328				**C**	N/A	N/A	

Funded through the Board's Tysons Transportation Plan. Preliminary design, including alternative intersection analysis, in progress. Group of community, BOS staff, and state/local government agency stakeholders established to discuss design challenges and provide input on project scope. Value engineering for the project held at VDOT in April 2014. Third PIM held on 6/24/14. Project Public Hearing planned in early 2015.

00007	DR, HM	**Route 7 from Rolling Holly Drive to Reston Avenue** Widen to 6 lanes	VDOT	**Construction**	36.637	36.742	**D**	Jul-99	Feb-12	☺
							R	Nov-11	Mar-13	☺
					NVTD Bonds, C & I		**U**	Dec-11	Oct-13	☺
PRI	TB		52327				**C**	Dec-12	Jun-15	👍

Construction is 40% complete. Additional funds allocated for street lights.

00007	DR, PR	**Route 7 Walkway (TMSAMS)** Complete missing links on south side from Jarrett Valley Drive to Beulah Road	COUNTY	**Design**	5.375	4.500	**D**	TBD	TBD	
							R	TBD	TBD	
			TMSAMS-128		RSTP		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Preliminary design in progress. Advanced plans under review. Schedule to be determined upon preliminary design completion which is expected in September 2014, based on potential phasing of the project.

00007	DR, HM	**Route 7/Baron Cameron Avenue/Springvale Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations	COUNTY	**Complete**	0.350	0.200	**D**	Jun-12	Sep-13	☺
							R	Nov-09	Aug-10	☺
			PPTF01-01600		C & I		**U**	N/A	N/A	
PED/ BIKE	WPH						**C**	Oct-14	Jul-14	☺Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Project is complete. Construction schedule adjusted three months to address minor construction issues.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00007	DR	**Route 7/Colvin Run Road**	COUNTY	**Design**	2.150	2.150	**D**	Oct-10	Dec-14	👎Δ
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	Feb-14	Jul-14	☺Δ
			PPTF01-01800		C & I		**U**	Jun-14	Dec-14	
PED/ BIKE	SLC						**C**	Feb-15	Oct-15	

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Final design in progress. Land acquisition complete 7/21/14. Design schedule adjusted six months, due to additional retaining wall design to address plan comments. Project completion date did not change. Added utility relocation schedule.

00007	DR	**Route 7/Lewinsville Road**	COUNTY	**Complete**	0.225	0.150	**D**	Sep-10	Sep-13	☺
		Add signalized pedestrian crosswalks, signage, striping, and modify signal operations					**R**	N/A	N/A	
			PPTF01-02700		C & I		**U**	N/A	N/A	
PED/ BIKE	SLC						**C**	Oct-13	Jul-14	☺Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Project complete. Construction schedule adjusted three months to address minor construction issues.

00007	DR	**Route 7/Towlston Road**	COUNTY	**Design**	1.275	0.750	**D**	Sep-08	May-15	👎Δ
		Add a left turn lane from NB Towlston Road to WB Route 7					**R**	Oct-14	Apr-15	Δ
			4YP206		2007 Bonds		**U**	May-15	Aug-15	Δ
PRI	SLC						**C**	May-15	May-16	Δ

Second pre-final design in progress. Comments are being reviewed and resolved for second pre-final submission. Project plat revision is in progress. Utility relocation planning is underway. Additional survey is required for storm drainage design. Design start date corrected and completion date delayed three month due to the additional stromwater management design and evaluation requirements. Land acquisition schedule adjusted five months, utility relocation adjusted eight months, and construction completion adjusted five months as a result.

05320	DR	**Sunrise Valley Drive Sidewalk (RMAG)**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		East side from River Birch Road to Legacy Circle					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00676	DR	**Towlston Road Bridge Replacement**	VDOT	**Construction**	1.384	1.384	**D**	Apr-12	Nov-13	☺
		Replace bridge over Rocky Run					**R**	N/A	N/A	
					Secondary		**U**	N/A	N/A	
SEC	CL		76247				**C**	Feb-14	Aug-14	👍
Construction is 60% complete. Bridge was opened to traffic before start of school.										
XXXXX	DR, PR	**Tysons Wayfinding Signage (TMSAMS)**	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
		Throughout Tysons Area					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Funding provided to install wayfinding signage for bicycles in the Tysons area and surrounding neighborhoods. Funding is for multiple projects. Scoping in progress. Anticipate completing scoping in spring 2015.										
00681	DR	**Walker Road Bridge**	VDOT	**ROW**	2.750	0.892	**D**	Nov -12	Jun-14	☺
		Replace bridge over Piney Run (PE and ROW only)					**R**	Aug-14	Aug-15	👍
					Secondary		**U**	N/A	N/A	
SEC	TB		84383				**C**	N/A	N/A	
Funded for design and ROW only. ROW is in progress. Added land acquisition schedule.										
00681	DR	**Walker Road Road Diet**	COUNTY	**Complete**	0.870	1.000	**D**	Jul-10	Apr-13	☺
		Add street parking spaces and landscaping, restripe roadway, and provide crosswalks at business district intersections south of Georgetown Pike					**R**	Apr-12	Nov-12	☺
			RSPI01-00300		C & I		**U**	N/A	N/A	
SEC	TB						**C**	Jul-13	Mar-14	☺
Project is complete.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; ⚑ =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Dranesville District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00693	DR	**Westmoreland Street and Rosemont Drive Bike Lanes** Widen east side of Westmoreland Street north of Rosemont Drive to accommodate proposed bike lanes	COUNTY	**Project Initiation**	0.150	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2017.

00693	DR	**Westmoreland Street On-Road Bike Lanes** Extend existing on-road bike lanes from Kirby Roadd to Arlington County Line	COUNTY	**Project Initiation**	0.040	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016. Will likely be done as part of future VDOT repaving program.

00693	DR	**Westmoreland Street Walkway from Kirby Road to Lemon Road** Construct walkway on west side of Westmoreland Street	COUNTY	**Project Initiation**	1.800	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2018.

00693	DR	**Westmoreland Street/Old Chesterbrook Road Phase II** Re-align intersection, new storm drainage, crosswalks on Westmoreland St. from entrance to McLean High School to Old Chesterbrook Road	COUNTY	**ROW**	0.900	0.545	**D**	Feb-10	Feb-15	👎Δ
							R	Jul-14	Jan-15	👍Δ
			PPTF01-04400B		C & I		**U**	Oct-14	May-15	
PED/ BIKE	GM						**C**	Mar-15	Oct-15	

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Land acquisition in progress. Second pre-final plans distributed on 7/14/14. VDOT approved sight distance waiver on 6/24/14 and approval MOT plans on 7/28/14. Design and land acquisition schedules adjusted. Land acquisition notice to proceed 7/24/14. The project completion date did not change. Added utility relocation schedule. Corrected design date.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Project Status Report

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	HM	**Ashgrove Lane Trail (TMSAMS)** Trail along Ashgrove Lane to western Tysons	COUNTY	**Design**	0.650	0.500	**D**	TBD	TBD	
							R	TBD	TBD	
			TMSAMS-121		RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is split into two phases. In phase 1, FCPA will repave and reinforce the existing trail on FCPA property which was completed in summer 2014. In phase 2, FCDOT will construct a trail from the end of the existing FCPA trail to upgraded trail which connects to Westwood Center Drive. Developer proffer of land rights in progress which is required before phase 2 can proceed.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00606	HM	**Baron Cameron Avenue and Lake Fairfax Drive** Install signalized crosswalk at Lake Fairfax Drive	VDOT	**Project Initiation**	0.250	0.250	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
SEC	WPH						**C**	TBD	TBD	

Project will be designed and constructed by VDOT. Working on funding agreement with VDOT which is required before project can proceed. Schedule to be determined once agreement finalized.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00675	HM	**Beulah Road Walkway** Install 4,700 LF asphalt sidewalk and crosswalks on alternate sides of Beulah Road from Abbotsford Drive to Coral Crest Lane and along Clarks Crossing Road	COUNTY	**ROW**	2.650	1.660	**D**	Jun-08	Oct-14	👎Δ
							R	Oct-13	Aug-14	☺Δ
			4YP201-PB009		2007 Bonds		**U**	Aug-14	Dec-14	👎Δ
PED/ BIKE	JYR						**C**	Oct-14	Jan-16	Δ

Final design in progress. Land acquisition complete. One property deleted from project due to right-of-way and tree issues. Drainage options are being researched for Antioch Baptist Church. Applicable waivers are being prepared. Project is being separated into phases for appropriate segments of projects. Land acquisition completed two months later than previously reported. Design completion adjusted three months, utility relocation schedule adjusted four months, and construction schedule adjusted one months as a result. Corrected design start date.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00724	HM	**Creek Crossing Pedestrian Enhancements** Upgrade existing pedestrian facility on east side of Creek Crossing from Fairway Drive to Old Courthouse Road	COUNTY	**Project Initiation**	TBD	2.000	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	AB						**C**	TBD	TBD	

Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in summer 2015. Significant community coordination will be required.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
XXXXX	DR, PR, HM	**Dulles Rail Phase 1** Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue	MWAA	**Complete**	2740.000	2740.000	**D**	Apr-05	Jun-10	☺
							R	Jan-08	Nov-08	☺
TRAN	WPH				Federal, State, Local, Tax District, MWAA		**U**	Feb-08	Jan-10	☺
			70554				**C**	Jan-09	Jul-14	☺Δ
Project opened for service on 7/26/14. For further information, see http://www.dullesmetro.com.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	DR, HM	**Dulles Rail Phase 2** Construct six new stations, two in Fairfax County, and extend Metrorail from Wiehle Avenue to Route 722 in Loudoun County	MWAA	**Construction**	2780.000	330.000	**D**	Jul-13	Jun-15	👍
							R	Jul-13	Jan-16	👍
TRAN	WPH				Federal		**U**	Jul-13	Oct-16	👍
			97226				**C**	Feb-14	Jul-18	👍
Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month design-build schedule. The cost estimate with value engineering, Packet A savings, and funding the garages outside of the project brings the revised total project estimate to $2.78 billion. Fairfax County will design, build, and operate the Herndon and Innovation Center Station garages. The estimated cost to Fairfax County to construct the parking garages is $135 million. Fairfax County is progressing on the design of both garages with the construction start scheduled for March 2016. Garages will be funded by revenue bonds supported by parking fees. For further information, see http://www.dullesmetro.com.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00286	DR, HM, LE, SP	**Fairfax County Parkway/Franconia-Springfield Parkway** Median Safety Improvements	VDOT	**Complete**	0.923	1.429	**D**	2012	Jun-13	☺
							R	N/A	N/A	
PRI	KLM				HSIP		**U**	N/A	N/A	
			101017, 104002				**C**	Jul-13	Jul-14	☺Δ
Construction completed five months ahead of schedule.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00665	HM	**Fox Mill Road Walkway from Fairfax County Parkway to Reston Parkway** Construct walkway on north side of Fox Mill Road	COUNTY	**Project Initiation**	2.400	0	**D**	TBD	TBD	
							R	TBD	TBD	
PED/ BIKE	TBD				2014 Bonds		**U**	TBD	TBD	
							C	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00665	HM	**Fox Mill Road/Monroe Street**	COUNTY	**Construction**	1.700	0.850	**D**	July-10	Jun-14	☺Δ
		Install right turn lane on WB Fox Mill Road and add pedestrian improvements					**R**	Jun-12	May-14	☺
			RSPI01-00500		C & I		**U**	Mar-13	Aug-13	☺
SEC	TB						**C**	Aug-14	May-15	👍Δ
Project is funded by Commercial and Industrial Revenues and endorsed by the BOS on 10/19/09. Authorized for construction 8/8/14. Corrected design start dates. Design completion and construction start dates delayed two months, but the project completion date did not change.										
04721	HM	**Glade Drive Walkway from Colts Neck Road to Reston Parkway**	COUNTY	**Project Initiation**	0.400	0.400	**D**	TBD	TBD	
		Construct walkway on north side of Glade Drive					**R**	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Anticipate starting scoping and initial coordination in winter 2015.										
04721	HM	**Glade Drive Walkway from Middle Creek Lane to Glade Bank Way**	COUNTY	**Project Initiation**	0.200	0.200	**D**	TBD	TBD	
		Construct walkway on north side of Glade Drive					**R**	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Anticipate starting scoping and initial coordination in winter 2015.										
00939	HM	**Gosnell Road Walkway (DCBPA)**	COUNTY	**ROW**	0.220	0.220	**D**	Oct-12	Apr-15	👎Δ
		Install 300 LF of walkway on east side, north of Route 123					**R**	Jun-14	Jan-15	👍Δ
			DCBPA-072		CMAQ		**U**	N/A	N/A	
PED/ BIKE	AL		93146				**C**	May-15	Dec-15	Δ
Right of way authorization was received from VDOT on 06/23/14. NTP for land acquisition was issued on 06/26/14. One impacted property. No utility relocation is required. This project will be built utilizing the countywide permit. Design completion delayed two months, due to VDOT review and receipt of ROW authorization. Land acquisition and construction schedules adjusted accordingly.										

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Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00674	HM	**Hunter Mill Road Bridge over Difficult Run (PE Only)** Replace temporary bridge with permanent structure	VDOT	**Project Initiation**	0.320	0.320	**D**	TBD	TBD	
							R	N/A	N/A	
					Bridge		**U**	N/A	N/A	
SEC	TBD		102691				**C**	N/A	N/A	
Project scoping underway by VDOT. Design schedule will be determined after scoping is complete.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00674	HM	**Hunter Mill Road/Sunrise Valley Drive** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations	COUNTY	**Design**	1.100	0.500	**D**	Feb-13	Jun-15	👎Δ
							R	Sep-14	Jun-15	Δ
			PPTF01-03100		C & I		**U**	May-15	Sep-15	
PED/ BIKE	SSS						**C**	Jul-15	Jan-16	Δ
Pre-final design plans distributed 8/12/14. The existing signals at this intersection are part of VDOT's signal rebuild list. Traffic signal plans in progress. Project plats are in progress. Design completion adjusted two months, due to delay in receiving comments. Land acquisition schedule adjusted three months as a result. Construction start date adjusted, but completion date did not change. Corrected design start date. Added utility relocation schedule.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	HM	**Isaac Newton Sq W (RMAG)** Widen from Isaac Newton Square south to station entrance and install walkway	COUNTY	**On Hold**	2.517	2.517	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project on hold pending outcome of discussion with property owners.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00677	HM	**Old Courthouse Road and Besley Road** Raising the road elevation to improve drainage and limit flooding, including pedestrian and bicycle facilities and connection to FCPA trail	COUNTY	**Project Initiation**	3.300	3.300	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Local, 2014 Bonds		**U**	TBD	TBD	
SEC	VA						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.										

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Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00677	HM	**Old Courthouse Road Trail (TMSAMS)** Trail on one side from Westbriar Drive northeast to Battery Park Street	COUNTY	**Project Initiation**	0.115	0.115	**D**	TBD	TBD	
							R	TBD	TBD	
			TMSAMS-122		C & I		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.										
00675	HM	**Plaza America Proffer Agreement (PA060J)** Proffer contribution for public transportation enhancements: EB Sunset Hills Road at Target	COUNTY	**On Hold**	0.030	0.030	**D**	Feb-04	Oct-05	☺
							R	Oct-05	TBD	
			D00448-PA060J		Proffer		**U**	TBD	TBD	
PED/ BIKE	SLC						**C**	TBD	TBD	
Land acquisition unsuccessful. FCDOT staff will determine if funds are available to reinitiate project by late 2014.										
00007	DR, HM, PR	**Route 7 from Reston Avenue to Jarrett Valley Drive** Widen to 6 lanes (PE Only)	VDOT	**Design**	30.000	7.692	**D**	Jun-11	TBD	👍
							R	N/A	N/A	
					NVTD Bonds, Federal		**U**	N/A	N/A	
PRI	SLC		52328				**C**	N/A	N/A	
Funded through the Board's Tysons Transportation Plan. Preliminary design, including alternative intersection analysis, in progress. Group of community, BOS staff, and state/local government agency stakeholders established to discuss design challenges and provide input on project scope. Value engineering for the project held at VDOT in April 2014. Third PIM held on 6/24/14. Project Public Hearing planned in early 2015.										
00007	DR, HM	**Route 7 from Rolling Holly Drive to Reston Avenue** Widen to 6 lanes	VDOT	**Construction**	36.637	36.742	**D**	Jul-99	Feb-12	☺
							R	Nov-11	Mar-13	☺
					NVTD Bonds, C & I		**U**	Dec-11	Oct-13	☺
PRI	TB		52327				**C**	Dec-12	Jun-15	👍
Construction is 40% complete. Additional funds allocated for street lights.										

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Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00007	DR, HM	**Route 7/Baron Cameron Avenue/Springvale Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations	COUNTY	**Complete**	0.350	0.200	D	Jun-12	Sep-13	☺
							R	Nov-09	Aug-10	☺
			PPTF01-01600		C & I		U	N/A	N/A	
PED/ BIKE	WPH						C	Oct-14	Jul-14	☺Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Project is complete. Construction schedule adjusted three months to address minor construction issues.

00007	HM, PR	**Route 7/Route 123 Interchange (Study Only)** Conceptual design and traffic operations study to determine future interchange configuration or at-grade intersection configuration	COUNTY	**Study**	0.350	0.350	D	Sep-12	TBD	👍
							R	N/A	N/A	
			2G40-035-002		C & I		U	N/A	N/A	
PRI	TB						C	N/A	N/A	

Ground survey and traffic counts complete. Conducting additional Tyson Consolidated Traffic Impact Analysis (CTIA) simulations to test alternatives. Anticipate completing CTIA simulations by fall 2014 at which time viable conceptual interchange/intersection alternatives will be studied further and new schedule will be developed.

04720	HM	**Soapstone Drive Overpass** Construct a 4-lane roadway over the Dulles Toll Road from Sunrise Valley Drive to Sunset Hills Road, including pedestrian, bicycle, and transit facilities	COUNTY	**Project Initiation**	91.750	2.500	D	TBD	TBD	
							R	TBD	TBD	
					NVTA Local		U	TBD	TBD	
SEC	AB						C	TBD	TBD	

The recommended (Hybrid) alternative was approved by the Board of Supervisors on 5/13/14. Project scoping and initial coordination in progress. Anticipate completing scoping in spring 2015.

04720	HM	**Soapstone Drive Walkway** Install walkway along east side from South Lakes Drive to Snakeden Stream Valley	COUNTY	**Utilities**	1.740	1.740	D	Dec-09	Apr-14	☺Δ
							R	Nov-12	Oct-13	☺Δ
			26008G-07001		CMAQ		U	Oct-13	Sep-14	👎Δ
PED/ BIKE	WPH		70632				C	Dec-14	Jul-15	Δ

VDOT land use permits received on 4/17/14. Design completed one month behind schedule. Design and land acquisition start dates adjusted. Utility relocation completion delayed one month. Construction start date adjusted accordingly, but the project completion date did not change.

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Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
05329	HM	**South Lakes Drive Walkways from Greenkeepers Ct to Sunrise Valley Drive** Complete missing links on South Lakes Drive	COUNTY	**Project Initiation**	3.650	0	D	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	TBD						C	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.

05320	HM	**Sunrise Valley Drive Sidewalk (RMAG)** Complete missing sidewalk links from Glade Drive to Reston Parkway (south side) and pedestrian intersection improvements at Mercator Drive	COUNTY	**Design**	4.284	2.484	D	Aug-13	Jun-16	👎Δ
							R	Aug-15	May-16	
			RMAG-100				U	TBD	TBD	
PED/ BIKE	TB						C	Aug-16	Mar-17	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-final design submitted for review on 7/28/14. TMP approved 8/28/14. Land acquisition required and schedule added. Design schedule adjusted ten months and construction schedule adjusted nine months as a result of land acquisition.

05320	HM	**Sunrise Valley Drive Walkway from Hitchcock Drive to Colts Brook Drive** Construct walkway on north side of Sunrise Valley Drive	COUNTY	**Project Initiation**	0.500	0	D	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	TBD						C	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2018.

05320	HM	**Sunrise Valley Drive Walkway (DCBPA)** 4,500 LF of 10' wide shared use path on the North side from Soapstone Drive to South Lakes Drive and pedestrian intersection improvements at Commerce Park Drive and Great Meadow Drive	COUNTY	**Design**	2.000	0.470	D	Sep-12	Nov-16	👎Δ
							R	Dec-14	Aug-15	Δ
			DCBPA-074		CMAQ		U	Sep-15	Sep-16	
PED/ BIKE	AL		93146				C	Dec-16	Apr-18	Δ

Final design is in progress. Public participation waiver application submitted for approval 5/14/14. Utility relocation work is expected to be extensive. Design delayed nine months, due to ongoing coordination with utility companies and a delay in receiving utility plats. Land acquisition adjusted four months and construction schedule adjusted nine months as result. Added utility schedule.

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Hunter Mill District

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05320	HM	**Sunrise Valley Drive Walkway (DCBPA)**	COUNTY	**Design**	1.750	0.500	**D**	Sep-12	Nov-16	👎Δ
		5,000 LF of concrete sidewalk on the South side from Soapstone Drive to South Lakes Drive					**R**	Dec-14	Aug-15	Δ
			DCBPA-073		CMAQ		**U**	Sep-15	Sep-16	
PED/ BIKE	AL		93146				**C**	Dec-16	Apr-18	Δ

Final design is in progress. Public Participation waiver application submitted for approval 5/14/14. Utility relocation work is expected to be extensive. Letters to the owners mailed 6/23/14 for Design Review Board application. Design delayed nine months, due to ongoing coordination with utility companies and a delay in receiving utility plats. Land acquisition adjusted four months and construction schedule adjusted nine months as result. Added utility schedule.

05320	HM	**Sunrise Valley Drive/Commerce Park Drive (RMAG)**	COUNTY	**Design**	0.054	0.054	**D**	N/A	N/A	
		Pedestrian intersection improvements					**R**	N/A	N/A	
					RSTP		**U**	N/A	N/A	
PED/ BIKE	SSS						**C**	N/A	N/A	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project combined with trail project on the north side of Sunrise Valley Drive, DCBPA-074.

05320	HM	**Sunrise Valley Drive/Mercator Drive - USGS (RMAG)**	COUNTY	**Design**	0.200	0.200	**D**	N/A	N/A	
		Pedestrian intersection improvements					**R**	N/A	N/A	
					RSTP		**U**	N/A	N/A	
PED/ BIKE	SSS						**C**	N/A	N/A	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project combined with Sunrise Valley Sidewalk project from Glade Drive to Reston Parkway, RMAG-100.

05320	HM	**Sunrise Valley/Great Meadow/Centennial Park Drive (RMAG)**	COUNTY	**Design**	0.097	0.097	**D**	N/A	N/A	
		Pedestrian intersection improvements					**R**	N/A	N/A	
					RSTP		**U**	N/A	N/A	
PED/ BIKE	SSS						**C**	N/A	N/A	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project combined with trail project on the north side of Sunrise Valley Drive, DCBPA-074

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Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00675	HM	**Sunset Hills Road Walkway**	COUNTY	**Design**	1.050	0.240	D	Oct-09	Nov-14	👎Δ
		Install 1,500 LF concrete sidewalk along the north side of Sunset Hills Road from the W&OD Trail to Michael Faraday Court					R	Nov-10	Oct-13	☺
			4YP201-PB017		2007 Bonds		U	Oct-13	Oct-14	👍Δ
PED/ BIKE	CL						C	Dec-14	Sep-15	Δ

Additional utility designation is required near W&OD Trail. Partial submission has been made to VDOT. Evaluating new stormwater design regulations and guidelines. Design start date corrected and completion date delayed one month, due to stormwater evaluation. Construction completion date adjusted accordingly. Utility relocation start date corrected and completion date advanced two months.

00675	HM	**Sunset Hills Road Walkway from Old Reston Avenue to Reston Parkway**	COUNTY	**Project Initiation**	0.350	0.350	D	TBD	TBD	
		Construct walkway on north side of Sunset Hills Road					R	TBD	TBD	
					C & I		U	TBD	TBD	
PED/ BIKE	TBD						C	TBD	TBD	

Anticipate starting scoping and initial coordination in winter 2015.

00675	HM	**Sunset Hills Road/Town Center Parkway (RMAG)**	COUNTY	**Design**	0.525	0.200	D	Aug-13	Oct-15	👎Δ
		Pedestrian intersection improvements					R	Sep-14	Sep-15	Δ
			RMAG-099		RSTP		U	TBD	TBD	
PED/ BIKE	SSS						C	Nov-15	Aug-16	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-final design plans distributed on 8/28/14. Final plat received. Schedule adjusted to accommodate longer land acquisition schedule required by federal funding and the need to advertise for construction bids, instead of using the annual contractor. Design schedule adjusted one month, land acquisition adjusted six months, and construction adjusted four months as a result.

07414	HM	**Town Center Parkway (RMAG)**	COUNTY	**Study**	6.148	6.148	D	TBD	TBD	
		Underpass connection across DTR - structural underpin (study only)					R	TBD	TBD	
			RMAG-103		RSTP		U	TBD	TBD	
PED/ BIKE	SLC						C	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. NTP was issued to the consultants in March 2013 for conceptual design of the bridge structure that will carry the Metrorail over future Town Center Parkway. County requested MWAA to issue a change order to the structure. Coordination with MWAA is ongoing. Phase 2 design-build contract to price final design and construction of this bridge structure.

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Hunter Mill District

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			FC Project No. / VDOT UPC No.		Fund Type					
XXXXX	HM	**Vesper Court Trail (TMSAMS)**	COUNTY	**Design**	1.800	1.000	**D**	Aug-13	Feb-16	👍
		Trail from Vesper Court to Route 7 at Spring Hill Road					**R**	Jun-15	Jan-16	Δ
			TMSAMS-120		RSTP		**U**	N/A	N/A	
PED/ BIKE	VA						**C**	Mar-16	Jun-17	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Advance intermediate plans received 7/25/14 and under review. Lighting plans and bridge plans will be developed prior to intermediate plan submission. Land acquisition schedule adjusted three months to receive VDOT authorization, but the project completion date did not change. Construction start date advanced two months.

00828	HM	**Wiehle Ave Station Walkway/Bikeway (RMAG)**	COUNTY	**On Hold**	0.500	0.500	**D**	TBD	TBD	
		Station entrance to Sunrise Valley Drive					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is on hold pending discussion with property owners.

00828	HM	**Wiehle Avenue/DTR Ramps (RMAG)**	COUNTY	**Design**	0.275	0.019	**D**	Apr-14	Oct-15	👍Δ
		Pedestrian intersection improvements					**R**	N/A	N/A	Δ
			RMAG-097		RSTP		**U**	N/A	N/A	Δ
PED/ BIKE	WPH						**C**	Jan-16	Oct-16	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Intermediate plan review comments received 8/22/14. Pre-final design in progress. Determined that land rights and utility relocations will not be required. Design completion advanced five months. Construction start advanced three months.

00828	HM	**Wiehle Avenue/Isaac Newton Sq South (DCBPA)**	VDOT	**ROW**	0.500	0.200	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	Jul-14	Feb-15	👍Δ
			DCBPA-076		CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		93146				**C**	TBD	TBD	

VDOT will build and design project, and the county will acquire the land rights per agreement made in January 2013. NTP for land acquisition issued 7/1/14. Land acquisition schedule adjusted two months, because of delays in receiving VDOT authorization to proceed.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Hunter Mill District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00828	HM	**Wiehle Avenue/Washington & Old Dominion (W&OD) Trail Phase I (RMAG)** Trail crossing improvements to improve safety	COUNTY	**Terminated**	0.046	0.046	**D**	N/A	N/A	
							R	N/A	N/A	
			RMAG-098		RSTP		**U**	N/A	N/A	
PED/ BIKE	VA						**C**	N/A	N/A	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Phase I improvements will be implemented with Phase II of the project, RMAG-102.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00828	HM	**Wiehle Avenue/Washington & Old Dominion (W&OD) Trail Phase II (RMAG)** Construct pedestrian/bicycle grade separated crossing	COUNTY	**Project Initiation**	2.650	2.337	**D**	TBD	TBD	
							R	TBD	TBD	
			RMAG-102		RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Phase I improvements, RMAG-098, incorporated into this project. Evaluation of feasibility study results for W&OD grade separation complete. Negotiating design task order. Schedule to be determined once task order finalized.

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Project Status Report

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00617	LE	**Backlick Road Walkway South of Barta Road** Construct walkway on west side of Backlick Road		**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	AB						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										
00286	LE, MV	**Fairfax County Parkway from I-95 to Telegraph Road** Corridor study along Route 286 between I-95 and Route 1 for spot improvements to provide additional capacity at intersections and reduce congestion in the through lanes	COUNTY	**Study**	0.886	0.886	**D**	Nov-13	Feb-15	👍
							R	N/A	N/A	
					NVTA Regional		**U**	N/A	N/A	
PRI	NF						**C**	N/A	N/A	
The study is considering improvements that could be implemented within the next ten years. Types of improvements being considered include signal modifications, reconfiguration of the existing lane uses at intersections, additional lanes at intersections, and extension of auxiliary lanes. Study is in progress. Funding application submitted to NVTA.										
00286	DR, HM, LE, SP	**Fairfax County Parkway/Franconia-Springfield Parkway** Median Safety Improvements	VDOT	**Complete**	0.923	1.429	**D**	2012	Jun-13	☺
							R	N/A	N/A	
					HSIP		**U**	N/A	N/A	
PRI	KLM		101017, 104002				**C**	Jul-13	Jul-14	☺Δ
Construction completed five months ahead of schedule.										
00635	LE	**Fleet Drive Walkway from Yadkin Court to South of Franconia Road** Construct walkway on east side of Fleet Drive	COUNTY	**Project Initiation**	0.800	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										

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Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00644	LE	**Franconia Road Walkway**	COUNTY	**Design**	1.250	0.475	**D**	Aug-13	May-15	👎Δ
		North side from Norton Road to Governor's Pond Circle (west)					**R**	Sep-14	Apr-15	Δ
			4YP302-PB03		2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Allocated C & I funds to expedite project. Pre-final design plans distributed 7/11/14. Land acquisition start delayed, due to a scope change as a result of VDOT comments. Land acquisition duration lengthened to allow appropriate time to obtain land rights. Land acquisition completion adjusted three months and design completion adjusted eight months as a result. Corrected design start date.

00289	LE	**Franconia-Springfield Metrorail Station/VRE Enhanced Bicycle Parking**	COUNTY	**Project Initiation**	0.130	0.130	**D**	TBD	TBD	
		Install covered bicycle parking					**R**	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Will accommodate at least 30 bicycles. Improvements to the access driveway pavement and lighting and security may also be provided. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.

02677	LE	**Frontier Drive from Franconia-Springfield Parkway to Loisdale Road**	VDOT	**Project Initiation**	84.500	63.000	**D**	TBD	TBD	
		Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and braided ramps to and from the parkway					**R**	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
SEC	SSS						**C**	TBD	TBD	

Project will provide on-street parking along Frontier Drive as well as pedestrian and bicycle facilities. VDOT to implement project. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in summer 2018. Funding application submitted to NVTA.

01155	LE	**Highland St/Backlick Road/Amherst Ave**	COUNTY	**Design**	0.450	0.175	**D**	Apr-13	May-15	👍
		Pedestrian intersection improvements					**R**	Aug-14	Mar-15	
			4YP301-PI04		2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Allocated C & I funds to expedite design and land acquisition. Intermediate design is in progress. Coordinating with VDOT to determine traffic signal rebuild.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-95	LE	**I-95 Direct Access Ramps to Fort Belvoir North Area** Construct a reversible single-lane ramp, connecting the existing I-95 HOV lane flyover ramp to Heller Road within Fort Belvoir North Area	FHWA	**Construction**	27.000	27.000	**D**	Aug-10	Sep-11	☺
							R	Jan-11	May-12	☺
					DOD		**U**	Oct-12	Aug-14	👍
INT	TB						**C**	Oct-12	Dec-14	👎Δ
Design-build project managed by FHWA. Construction is 85% complete. Construction completion delayed by four months, due to additional scope of work required to complete conduit placement as a result of I-95 Express Lanes project coordination.										
I-95	LE, MA, MV	**I-95 Express Lanes (PPTA Project)** Add one Express lane (3 total) from Edsall Road to Prince William Pkwy; Extend two Express lanes to Stafford County	VDOT	**Construction**	940.000	940.000	**D**	Feb-11	Dec-11	☺
							R	N/A	N/A	
					Private, Interstate		**U**	N/A	N/A	
INT	WPH		70850, 77616, 70849				**C**	Aug-12	Dec-14	👍
Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots. Design-build project. The noise wall segment four is under construction which includes the sound wall at the Overlook Community. The noise wall study for segments one through three was approved. Construction is ongoing on all four segments and is 80% complete.										
I-95	LE, MV	**I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway** From I-95 Exit 166 for Route 7100 northbound, to 0.6 miles west of Exit 166 (PE only)	VDOT	**Design**	81.000	4.193	**D**	Oct-11	Jun-14	☺
							R	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	TB		93033				**C**	N/A	N/A	
Funding for design only. 30% design completed. No funding available for ROW or construction.										
00619	LE, MV	**Jeff Todd Way from Route 1 to Telegraph Road** Construct/widen Jeff Todd Way to 4 lanes from Route 1 to Telegraph Road; Widen Telegraph Road to 4 lanes from Beulah Street to Leaf Road	FHWA	**Construction**	80.000	80.000	**D**	Mar-07	May-11	☺
							R	Sep-10	May-11	☺
					DAR, State, RSTP, C & I		**U**	Feb-11	May-14	☺Δ
SEC	JYR		77404				**C**	Feb-12	Nov-14	👎Δ
Scope includes Woodlawn Road replacement and Old Mill Road Extension. Construction is 97% complete. Road opened to traffic on 8/18/14. Completion date adjusted five months, due to utility relocation and winter weather delays.										

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Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
10360	LE	**Metropolitan Center Drive Trail Access Enhancement** Improve trail access, including removal of existing gate and installing bollards	COUNTY	**Project Initiation**	0.040	0.040	**D**	Jun-14	Sep-14	👍
							R	TBD	TBD	
					OCR Bonds		**U**	N/A	N/A	
PED/ BIKE	CWS						**C**	TBD	TBD	
Bollards shall meet Springfield CRP design guidelines. Negotiations initiated with GSA for right of entry. Construction schedule to be determined once right of entry obtained.										
XXXXX	LE	**NOVA Community College Medical Education Campus** Bicycle and pedestrian improvements from the campus located off Springfield Center Drive to the Franconia-Springfield Metrorail Station and nearby activity centers	COUNTY	**Project Initiation**	0.210	0.210	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	AL						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in winter 2014.										
00001	LE, MV	**Richmond Highway from Mount Vernon Memorial Hwy to Napper Rd** Widen Richmond Highway from 4 to 6 lanes	VDOT	**Project Initiation**	90.000	68.000	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Complements current project under construction from Telegraph to Mount Vernon Memorial Highway/Jeff Todd Way. Project scoping and initial coordination in progress. Anticipate completing scoping December 2014. Funding agreement for VDOT to administer project in progress. Funding application submitted to NVTA.										
00001	LE	**Route 1 Southbound from Buckman Rd/Mt Vernon Hwy to Janna Lee (RHPTI)** 1,400 LF of walkway	COUNTY	**On Hold**	TBD	TBD	**D**	TBD	TBD	
							R	TBD	TBD	
			RHPTI-088		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	
Reviewing project scope. Conceptual design required to evaluate site drainage and feasibility concerns.										

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Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00001	LE	**Route 1 Southbound from Roxbury Drive to Russell Road (RHPTI)** 520 LF of concrete sidewalk along the west side of Route 1	COUNTY	**Design**	0.850	0.300	D	Jul-12	Aug-15	👎Δ
							R	Oct-14	Jul-15	Δ
			RHPTI-082		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL						C	Sep-15	Jun-16	Δ
Final design in progress. Plat preparation underway. Design schedule adjusted six months, due to delays in receiving plan comments and soil boring information, design revisions to avoid utility conflicts, and additional time required to update plats to new standards. Land acquisition schedule adjusted six months and construction schedule adjusted nine months as a result.										
00001	LE, MV	**Route 1 Southbound from Russell Road to Gregory Drive (RHPTI)** 270 LF of concrete sidewalk along west side of Route 1, including a signalized crosswalk	COUNTY	**Design**	0.550	0.500	D	Jul-12	Aug-15	👎Δ
							R	Sep-14	Jun-15	Δ
			RHPTI-083		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		71851				C	Sep-15	Jun-16	Δ
Final design plan comments received and addressed. Final plats received. Design schedule adjusted eight months, due to delays in receiving plan comments, additional time required to update plats to new standards, and extra time to resolve maintenance issues with VDOT on proposed BMP structure. Land acquisition schedule adjusted seven months and construction schedule adjusted nine months as a result.										
00001	MV, LE	**Route 1 Transit Center** Select location, conceptual design, and operational study for transit center in the Route 1 corridor (study only)	COUNTY	**Study**	0.215	0.215	D	Aug-10	TBD	👍
							R	N/A	N/A	
			2G40-059-000		C & I, FTA, NVTA Regional		U	N/A	N/A	
TRAN	CL						C	N/A	N/A	
Conceptual layout design and feasibility analysis in progress on three sites. A PIM was held in September 2013. Revised conceptual designs, based on stakeholder comments. Fairfax County Health Department completed Health Impact Assessment. After additional coordination with stakeholders, currently evaluating the feasibility of a new site location. Funding application submitted to NVTA.										
00001	LE, MV	**Route 1/Belford Drive (RHPTI)** Pedestrian intersection improvements	COUNTY	**ROW**	0.850	0.357	D	Jul-11	Apr-15	👎Δ
							R	May-14	Mar-15	👍Δ
			26006G-06011		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	May-15	Dec-15	Δ
Final design and land acquisition in progress. Land acquisition schedule adjusted due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.										

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Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00001	LE, MV	**Route 1/Ladson Lane (RHPTI)**	COUNTY	**ROW**	0.815	0.400	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06002		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	Jun-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

00001	LE, MV	**Route 1/Lockheed Blvd/Dart Lane (RHPTI)**	COUNTY	**Bid Ad**	0.690	0.500	D	Mar-12	May-14	☺Δ
		Pedestrian intersection improvements					R	N/A	N/A	
			RHPTI-015		CMAQ		U	N/A	N/A	
PED/ BIKE	CL		98753				C	Sep-14	Mar-15	Δ

Final design complete and VDOT permit received 7/6/14. Construction package being prepared. Design schedule adjusted two months and construction schedule adjusted seven months, due to delays in receiving VDOT construction authorization and the need to advertise for construction bids instead of using the annual contractor.

00001	LE, MV	**Route 1/Mohawk Lane (RHPTI)**	COUNTY	**ROW**	0.850	0.157	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06011		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	May-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

00001	LE, MV	**Route 1/Southgate Drive/Bedoo St (RHPTI)**	COUNTY	**ROW**	0.345	0.500	D	Mar-12	Apr-15	👎Δ
		Pedestrian intersection improvements					R	Aug-14	Mar-15	👍Δ
			RHPTI-014		CMAQ		U	N/A	N/A	
PED/ BIKE	CL		98753				C	May-15	Nov-15	Δ

Final design is in progress. VDOT ROW authorization received on 8/11/14. NTP for land acquisition issued 8/12/14. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design and land acquisition schedules adjusted four months and construction schedule adjusted six months as a result.

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Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
01647	LE	**School Street Sidewalk**	COUNTY	**Complete**	0.336	0.225	**D**	Dec-11	Aug-13	☺
		Construct 750 LF concrete sidewalk on north side from North Kings Hwy. to Pine Grove Circle					**R**	Jan-13	Jul-13	☺
			PPTF01-05000		C & I		**U**	N/A	N/A	
PED/ BIKE	TB						**C**	Oct-13	Mar-14	☺Δ
Construction completed one month ahead of schedule.										
XXXXX	LE	**Shields Avenue Improvements Alignment Study**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Extensive community coordination on various alternatives. Proceeding with further development of the two preferred options.										
00613	LE	**South Van Dorn St/Franconia Road Walkway**	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
		Southwest quadrant missing link					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										
XXXXX	LE	**Springfield CBC Multi-Use Garage**	COUNTY	**Project Initiation**	74.600	42.036	**D**	Sep-13	Aug-16	
		Multimodal and bus transit transfer facility to include commuter parking, car pooling, and pedestrian accommodations, bicycle facilities, and potentially recreational fields					**R**	Jul-15	Nov-16	
			ST-000033		C & I, FTA, CMAQ		**U**	N/A	N/A	
TRAN	MJG		T1120				**C**	Nov-16	May-19	
Design contract has been approved. NTP to design consultant in September 2014.										

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Lee District

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			FC Project No. / VDOT UPC No.		Fund Type					
00611	LE	**Telegraph Road - Hayfield Secondary School Pedestrian Improvements** Pedestrian safety improvements at crossing south of Broadmoor Street leading to Hayfield Secondary School	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Project scoping and initial coordination complete. Anticipate forwarding for design in fall 2014 if referendum passes.

00611	LE, MV	**Telegraph Road from Beulah Street to Leaf Road** Widen Telegraph Road to 4 lanes and provide pedestrian facility; Part of Jeff Todd Way Project	FHWA	**Construction**	38.350	27.559	**D**	Oct-08	May-11	☺
							R	Sep-10	May-11	☺
					Secondary		**U**	Feb-11	May-14	☺Δ
SEC	JYR		11012				**C**	Jun-11	Nov-14	👎Δ

Part of Jeff Todd Way Phase II project which is under construction. Construction is 97% complete. Road opened to traffic on 8/18/14. Completion date adjusted five months, due to utility relocation and winter weather delays.

00611	LE	**Telegraph Road from South Van Dorn Street to South Kings Highway** Widen Telegraph Road to 4 lanes section and add pedestrian improvements	VDOT	**Construction**	12.500	12.300	**D**	Sep-09	Dec-11	☺
							R	Jun-11	Jun-12	☺
					C & I, 2007 Bonds		**U**	June-12	May-13	☺
SEC	JYR		96509				**C**	May-13	Oct-14	👍

Construction is 85% complete. Expected to be open to traffic early September 2014.

00611	LE	**Telegraph Road Walkway** Install 3,500 LF asphalt sidewalk and 4 LF bike lane along east side of Telegraph Road from South Kings Highway to Lee District Park	COUNTY	**ROW**	3.300	0.800	**D**	Sep-08	TBD	👎Δ
							R	Oct-13	TBD	👎Δ
			4YP201-PB023		2007 Bonds		**U**	TBD	TBD	Δ
PED/ BIKE	JYR						**C**	TBD	TBD	Δ

Second pre-final design is in progress. Project schedule has been changed to TBD due to on-going coordination with GSA/USA Army Reserve. NTP for Environmental Impact Report issued 6/11/14. Updated Supervisor's office on 6/19/14 about difficulty with GSA/Army. Info request from 3/25/14 unanswered. Requested again on 8/5/14. Additional updates with Supervisor's office on 8/5/14. GSA continuing procurement for survey. Coordination and follow up with GSA and Army is ongoing.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Lee District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00611	LE	**Telegraph Road Walkway from Huntington Avenue to Rose Hill Drive** Complete missing links from Huntington Avenue to Rose Hill Drive	COUNTY	**Project Initiation**	2.100	0	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	AB						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in spring 2015.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Project Status Report

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00650	MA	**Annandale Road/Graham Road**	VDOT	**Project Initiation**	0.150	0	D	TBD	TBD	
		Pedestrian intersection improvements					R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	TBD						C	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00617	MA	**Backlick Road Walkway (east side)**	COUNTY	**On Hold**	0.150	0.150	D	Feb-08	Sep-10	☺
		Install concrete sidewalk along the east side of Backlick Road opposite the Wilburdale community					R	Jul-09	TBD	
			4YP201-PB025		2007 Bonds		U	TBD	TBD	
PED/ BIKE	TB						C	TBD	TBD	

Final design is complete. One homeowner is unwilling to sign. On hold per Supervisor's request.

00617	MA	**Backlick Road Walkway from Industrial Drive to Hechinger Drive**	COUNTY	**Project Initiation**	2.000	0	D	TBD	TBD	
		Construct walkway on east side of Backlick Road					R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	TBD						C	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.

00617	MA	**Backlick Road Walkway from Kandel Court to Cindy Lane**	COUNTY	**Project Initiation**	1.100	0	D	TBD	TBD	
		Construct walkway on east side of Backlick Road					R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	AB						C	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00617	MA	**Backlick Road/Edsall Road**	VDOT	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12.Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00620	MA	**Braddock Road/Backlick Road**	COUNTY	**Terminated**	0.500	0.500	**D**	Mar-08	N/A	
		Install dual left turn lane on WB Braddock Road					**R**	N/A	N/A	
			4YP203		2007 Bonds		**U**	N/A	N/A	
SEC	JYR						**C**	N/A	N/A	

Per meeting held in January 2014, the Supervisor's office has decided to cancel the project.

00244	MA	**Columbia Pike Transit Initiative**	COUNTY	**Project Initiation**	40.000	26.438	**D**	Oct-14	Jun-17	
		Enhanced Transit Corridor from Arlington County to Skyline					**R**	Apr-16	Jun-18	
							U	Apr-16	Jun-18	
TRAN	VA						**C**	Apr-18	May-20	

Program management services contract awarded in summer 2014. Engineering design contract anticipated in fall 2014.

00244	MA	**Columbia Pike Walkway**	COUNTY	**Complete**	0.650	0.190	**D**	July-09	May-13	☺
		Install 450 LF concrete sidewalk along the south side of Columbia Pike from Gallows Road to the Annandale Methodist Church					**R**	Sep-12	Jan-13	☺
			4YP201-PB028		2007 Bonds		**U**	May-13	Aug-13	☺
PED/ BIKE	SLC						**C**	Aug-13	Jun-14	☺Δ

Construction complete. Project completion schedule adjusted two months due to weather.

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Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00244	MA	**Columbia Pike/Gallows Road**	VDOT	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

00244	MA	**Columbia Pike/John Marr Drive**	VDOT	**Project Initiation**	0.150	0	**D**	TBD	TBD	
		Pedestrian intersection improvements					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00648	MA	**Edsall Road Walkway from Cherokee Avenue to Edsall Gardens Apartments**	COUNTY	**Project Initiation**	4.000	0	**D**	TBD	TBD	
		Construct walkway on north side of Edsall Road over I-395					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	GF						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00648	MA	**Edsall Road Walkway from Timber Forest Dr to Edsall Gardens Apts**	COUNTY	**Project Initiation**	0.700	0	**D**	TBD	TBD	
		Construct walkway on north side of Edsall Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	GF						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
02248	MA	**Elmdale Road Walkway** Construct 2,600 LF sidewalk from Braddock Road to Old Columbia Pike along south side of Elmdale Road	COUNTY	**Construction**	0.850	0.780	**D**	Jan-10	Mar-13	☺
							R	Oct-12	Jun-14	☺Δ
			PPTF01-03000		C & I		**U**	Aug-13	Jan-14	☺
PED/ BIKE	CL						**C**	Jul-14	Jan-15	👍Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. FCPA will be responsible for golf course replanting and cart trail relocation. Land acquisition complete. Construction authorized on 7/18/14. Land acquisition completed after change in ownership and coordination with Supervisor's office to obtain land rights from remaining property. Schedule adjusted two months as a result. Construction schedule adjusted accordingly.

02773	MA	**Glen Forest Drive Walkway from Route 7 to Glen Forest ES** Construct walkway on south side of Glen Forest Drive from Retail Center on Route 7 to Glen Forest Elementary School	COUNTY	**Project Initiation**	1.200	1.200	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	GF						**C**	TBD	TBD	

Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.

I-395	MA	**I-395 HOV Ramp at Seminary Road** Direct HOV lanes connection to Seminary Road	VDOT	**Design**	80.000	55.448	**D**	May-13	Jun-14	☺
							R	TBD	TBD	
					Federal		**U**	TBD	TBD	
INT	WPH		96261				**C**	Mar-14	Oct-15	👍Δ

Design-build project currently underway. Project completion date advanced seven months.

I-395	MA	**I-395 Southbound Lane from Duke Street to Edsall Road** Add fourth southbound lane from Duke Street to Edsall Road	VDOT	**Design**	56.000	6.350	**D**	Apr-13	Nov-16	👍Δ
							R	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	TBD		103316				**C**	N/A	N/A	

Project currently funded for design only. Design in progress.

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Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-395	MA	**I-395 Southbound Off-Ramp to Route 236 Westbound Phase I** Enhanced signage/wayfinding	COUNTY	**Project Initiation**	0.500	0.500	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
INT	AB						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project fully funded with RSTP funds approved by the BOS in April 2013. FCDOT coordinating with City of Alexandria on placement and type of signage. Developing funding agreement which is required before project can proceed.										
I-395	MA	**I-395 Southbound Off-Ramp to Route 236 Westbound Phase II** Widen off-ramp to two lanes	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
INT	WPH						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										
I-95	LE, MA, MV	**I-95 Express Lanes (PPTA Project)** Add one Express lane (3 total) from Edsall Road to Prince William Pkwy; Extend two Express lanes to Stafford County	VDOT	**Construction**	940.000	940.000	**D**	Feb-11	Dec-11	☺
							R	N/A	N/A	
					Private, Interstate		**U**	N/A	N/A	
INT	WPH		70850, 77616, 70849				**C**	Aug-12	Dec-14	👍
Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots. Design-build project. The noise wall segment four is under construction which includes the sound wall at the Overlook Community. The noise wall study for segments one through three was approved. Construction is ongoing on all four segments and is 80% complete.										
00236	MA	**Little River Turnpike Walkway from Columbia Road to Mayhunt Court** Construct walkway on south side of Little River Turnpike	COUNTY	**Project Initiation**	TBD	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00236	MA	**Little River Turnpike Walkway from Hillbrook Drive to Little River Run Drive** Construct walkway on south side of Little River Turnpike	COUNTY	**Project Initiation**	TBD	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00236	MA	**Little River Turnpike/Old Columbia Pike** Install signalized crosswalks at Old Columbia Pike and Columbia Road	VDOT	**Project Initiation**	0.250	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	MA	**McWhorter Place Trail** Construct missing segment of trail between cul de sacs	COUNTY	**Project Initiation**	0.040	0.040	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Anticipate starting scoping and initial coordination in spring 2015.

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
04054	MA	**Medford Drive Walkway from Annandale High School to Davian Drive** Construct walkway on east side of Medford Drive	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Project scoping and initial coordination complete. Anticipate forwarding for design in fall 2014 if referendum passes.

Status Key: ☺=Complete; 👍=OnSchedule; 👎=Behind Schedule; Δ =Change Since Previous Report; ⚑=Schedule Concern; **$** =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00713	MA	**North Chambliss Street/Beauregard Street** Eliminate exclusive right turn lane from North Chambliss to Beauregard	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	SLC						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										
00236	MA	**Route 236/Beauregard Street** Channelize Route 236 WB left turn lane at Beauregard St	COUNTY	**Project Initiation**	0.050	0.050	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PRI	TBD						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in summer 2015.										
00236	MA	**Route 236/Beauregard Street Bus Pullout** Close EB service drive and construct bus pullout	COUNTY	**Terminated**	0.200	0	**D**	N/A	N/A	
							R	N/A	N/A	
					2014 Bonds		**U**	N/A	N/A	
PRI	WPH						**C**	N/A	N/A	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project was originally included in the 2014 Transportation Bond Referendum. The project has been terminated after further analysis that determined the pullout will not be beneficial to bus operations.										
00236	MA	**Route 236/Cherokee Ave** Construct NB right turn lane from Cherokee Avenue to EB Route 236	COUNTY	**Project Initiation**	0.500	0.500	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Scope of project is under development. Existing traffic counts have been collected and under analysis. Signal warrant analysis completed and signal is not warranted. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2015.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	MA	**Route 50 Walkway from Graham Road to Wayne Road (RT50PI)** Install walkway on south side of Route 50	COUNTY	**Design**	0.765	0.100	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-056		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.

00050	MA	**Route 50 Walkway from Patrick Henry Drive to Olin Drive (RT50PI)** Install walkway on south side of Route 50	COUNTY	**Design**	0.225	0.100	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-062		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.

00050	MA	**Route 50 Walkway from South Street to Aspen Lane (RT50PI)** Install walkway on south side of Route 50	COUNTY	**Design**	0.585	0.200	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-061		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.

00050	MA	**Route 50 Walkway from Woodlawn Ave to Church (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Project Initiation**	0.500	0.100	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-057		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.

Status Key: ☺=Complete; 👍=OnSchedule; 👎=Behind Schedule; Δ =Change Since Previous Report; 🚩=Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	MA	**Route 50 Widening from Cedar Hill Road to Annandale Road** Widen Route 50 (Arlington Boulevard) inside the Beltway from 4 to 6 lanes, including intersection improvements and pedestrian and bicycle facilities	VDOT	**Project Initiation**	47.500	5.000	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Local		**U**	TBD	TBD	
PRI	TBD						**C**	TBD	TBD	
Partial funding for environmental analysis and preliminary engineering only. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in summer 2015.										
00050	MA, PR	**Route 50/Allen St (RT50PI)** Intersection and bus stop improvements	COUNTY	**Design**	0.400	0.200	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-052		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										
00050	MA, PR	**Route 50/Annandale Road (RT50PI)** Pedestrian intersection improvements	COUNTY	**Terminated**	0.400	0.200	**D**	N/A	N/A	
							R	N/A	N/A	
			RT50-054		RSTP, CMAQ		**U**	N/A	N/A	
PED/ BIKE	WPH		58601				**C**	N/A	N/A	
Project cancelled. To be completed by the developer.										
00050	MA, PR	**Route 50/Wayne Road/Woodlawn Ave (RT50PI)** Signalization and sidewalk improvements	COUNTY	**Design**	0.400	0.200	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-053		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00007	MA	**Route 7 Intersection Improvements from Seven Corners to Juniper Lane (RT7PI)** Pedestrian intersection improvements at three locations: Seven Corners, Thorne Road and Seven Corners Center	COUNTY	**Design**	0.900	0.800	D	Mar-10	Oct-14	👎Δ
							R	Feb-13	Feb-14	☺
			4YP201-PB052		2007 Bonds		U	N/A	N/A	
PED/ BIKE	WPH						C	Oct-14	Apr-15	Δ
Signal plans comments received 6/5/14 and comments are being addressed. No utility relocation required. Design delayed six months, due to additional comments from VDOT. Construction schedule adjusted seven months as a result.										
00007	MA	**Route 7 Walkway at Columbia Pike Interchange (RT7PI)** Install sidewalk along both ramps from Columbia Pike to Leesburg Pike and along service road from Seminary Road to Leesburg Pike	COUNTY	**Bid Ad**	0.625	0.800	D	Mar-10	July-14	☺Δ
							R	Oct-11	Oct-12	☺
			4YP201-PB050		2007 Bonds, Enhancements		U	May-13	Nov-13	☺
PED/ BIKE	WPH						C	Oct-14	Apr-15	Δ
Final design is complete. VDOT permit received on 7/29/14. Preparing final construction package. Design completion delayed four months, due to additional time required to get final plan approvals. Construction schedule adjusted accordingly. Utility schedule added.										
00007	MA	**Route 7 Walkway at Row Street (RT7PI)** Install 400 LF segment of walkway and curb on the east side of Route 7 to the north of Row Street	COUNTY	**Construction**	0.350	0.225	D	Aug-10	Apr-14	☺
							R	Aug-13	Mar-14	☺
			4YP201-PB047		2007 Bonds		U	N/A	N/A	
PED/ BIKE	WPH						C	May-14	Oct-14	👍
Construction NTP issued 7/21/14.										
00007	MA	**Route 7 Walkway at Seminary Ramp Streetscape Phase II (RT7PI)** Install a 5' brick walkway approximately 450 LF on the south side of the ramp from Columbia Pike to Seminary Road	COUNTY	**Construction**	0.350	0.250	D	Mar-10	Jul-14	☺Δ
							R	Feb-13	Apr-14	☺Δ
			4YP201-PB054		2007 Bonds		U	May-13	Nov-13	☺Δ
PED/ BIKE	WPH						C	Aug-14	Apr-15	👍Δ
Design complete and VDOT permit received on 7/16/14. DPWES authorized for construction. Right-of-way clearance sent to VDOT 6/20/14. Land acquisition completion advanced one month. Utility and construction start dates adjusted, but the project completion date did not change. Corrected design start date.										

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Mason District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00007	MA	**Route 7 Walkway from Culmore Shopping Center to Payne St (RT7PI)** Install 1,600 LF of sidewalk along the frontage of several shopping centers north of Columbia Pike	COUNTY	**Construction**	1.150	0.750	D	Mar-10	Jun-14	☺Δ
							R	Aug-11	Apr-14	☺
			4YP201-PB049		2007 Bonds		U	May-13	Nov-13	☺Δ
PED/ BIKE	WPH						C	Jul-14	Dec-14	👍
Construction NTP issued on 8/25/2014. Design completion delayed one month, and utility schedule corrected. Project completion date did not change.										
00007	MA	**Route 7 Walkway from Rio Drive to Glenmore Drive (RT7PI)** Install two segments of walkway along Route 7 from the south side of Rio Drive to Glenmore Drive	COUNTY	**Design**	1.125	0.750	D	Mar-10	Sep-14	👍Δ
							R	Jun-13	Jul-14	☺
			4YP201-PB048		2007 Bonds		U	N/A	N/A	
PED/ BIKE	WPH						C	Oct-14	Jul-15	Δ
Final design is in progress. Land Acquisition completed. Utility service line relocations will be required within the right-of-way and done with construction phase. Design start date corrected. Construction start date adjusted, but the project completion date did not change.										
00716	MA	**Seminary Road Walkway from north of Magnolia Lane to Colfax Avenue** Construct walkway on Seminary Road	COUNTY	**Project Initiation**	1.600	0	D	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
PED/ BIKE	TBD						C	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										

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Project Status Report

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00637	MV	**Cinder Bed Road/Newington Road**	COUNTY	**Utilities**	5.600	5.000	**D**	Jan-10	Oct-14	👎Δ
		Intersection Improvements including relocating intersection 450 feet to the north, reconstruction of Cinder Bed Rd, sidewalk, culvert at Long Branch Creek, additional right turn lane along					**R**	Jul-13	Aug-13	☺
			4YP214		2007 Bonds		**U**	Feb-14	Dec-14	👍
SEC	TB						**C**	Oct-14	Oct-15	Δ
Third pre-final plans distributed on 5/19/14. VSMP continuation of coverage submitted 5/22/14. All comments received on 6/24/14 and addressing TMP, drainage, and sanitary comments. Design start date corrected and completion date delayed four months to address additional VDOT stormwater drainage comments. Construction start date adjusted, but the project completion date did not change.										
00286	LE, MV	**Fairfax County Parkway from I-95 to Telegraph Road**	COUNTY	**Study**	0.886	0.886	**D**	Nov-13	Feb-15	👍
		Corridor study along Route 286 between I-95 and Route 1 for spot improvements to provide additional capacity at intersections and reduce congestion in the through lanes					**R**	N/A	N/A	
					NVTA Regional		**U**	N/A	N/A	
PRI	NF						**C**	N/A	N/A	
The study is considering improvements that could be implemented within the next ten years. Types of improvements being considered include signal modifications, reconfiguration of the existing lane uses at intersections, additional lanes at intersections, and extension of auxiliary lanes. Study is in progress. Funding application submitted to NVTA.										
00629	MV	**Fort Hunt Road and Collingwood Road**	COUNTY	**Project Initiation**	2.220	0	**D**	TBD	TBD	
		Construct left turn lanes on both northbound and southbound Fort Hunt Road, including new traffic signal, pedestrian signals, and walkways on both sides of Fort Hunt Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2016.										
00629	MV	**Fort Hunt Road Walkway from Belle View Boulevard to Belle View ES**	COUNTY	**Project Initiation**	0.400	0.400	**D**	TBD	TBD	
		Construct walkway on east side of Fort Hunt Road from Belle View Boulevard to Belle View Elementary School					**R**	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	AL						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2015.										

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $)	Avail Funds (Mil $) / Fund Type	Phase	Start Date	End Date	Status
00640	MV, SP	**Gambrill Road/Pohick Road** Install right turn lane on SB Gambrill Road	COUNTY	**Construction**	1.075	0.500	**D**	Mar-10	Sep-13	☺
							R	Aug-12	Nov-12	☺
			RSPI01-00600		C & I		**U**	Jan-14	May-14	☺
SEC	SSS						**C**	Jan-14	Nov-14	👍

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Signal timing approval is underway. Construction NTP issued 2/18/14. Construction is 75% complete.

00600	MV	**Gunston Cove Road Walkway from Cranford Street to Amsterdam Street** Construct walkway on north side of Gunston Cove Road	COUNTY	**Project Initiation**	0.500	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

00636	MV, SP	**Hooes Road/Newington Forest Ave** Intersection improvements and extend sidewalk	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

XXXXX	MV	**Huntington Bus Operations Expansion** Add two maintenance bays and a service area, site upgrades, and building upgrades to the existing facility	COUNTY	**Design**	4.800	4.800	**D**	Sep-13	Jan-15	👍
							R	N/A	N/A	
			TF-000014-001		C & I, County, State		**U**	TBD	TBD	
TRAN	DPWES						**C**	Mar-15	Aug-16	

Design in progress. Developing 100% construction documents.

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
XXXXX	MV	**Huntington Service Lane**	COUNTY	**Construction**	3.500	3.500	**D**	Mar-12	Jul-13	☺
		An approximately 2,522 SF addition and 2,200 SF renovation of the Huntington Bus Maintenance Facility's fare collection, bus maintenance, and bus wash systems.					**R**	N/A	N/A	
			TF-000015-001		County, State		**U**	Jul-13	Mar-14	☺
TRAN	DPWES						**C**	Jul-13	Sep-14	👍
Construction is 98% complete.										
I-95	LE, MA, MV	**I-95 Express Lanes (PPTA Project)**	VDOT	**Construction**	940.000	940.000	**D**	Feb-11	Dec-11	☺
		Add one Express lane (3 total) from Edsall Road to Prince William Pkwy; Extend two Express lanes to Stafford County					**R**	N/A	N/A	
					Private, Interstate		**U**	N/A	N/A	
INT	WPH		70850, 77616, 70849				**C**	Aug-12	Dec-14	👍
Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots. Design-build project. The noise wall segment four is under construction which includes the sound wall at the Overlook Community. The noise wall study for segments one through three was approved. Construction is ongoing on all four segments and is 80% complete.										
I-95	LE, MV	**I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway**	VDOT	**Design**	81.000	4.193	**D**	Oct-11	Jun-14	☺
		From I-95 Exit 166 for Route 7100 northbound, to 0.6 miles west of Exit 166 (PE only)					**R**	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	TB		93033				**C**	N/A	N/A	
Funding for design only. 30% design completed. No funding available for ROW or construction.										
00619	LE, MV	**Jeff Todd Way from Route 1 to Telegraph Road**	FHWA	**Construction**	80.000	80.000	**D**	Mar-07	May-11	☺
		Construct/widen Jeff Todd Way to 4 lanes from Route 1 to Telegraph Road; Widen Telegraph Road to 4 lanes from Beulah Street to Leaf Road					**R**	Sep-10	May-11	☺
					DAR, State, RSTP, C & I		**U**	Feb-11	May-14	☺Δ
SEC	JYR		77404				**C**	Feb-12	Nov-14	👎Δ
Scope includes Woodlawn Road replacement and Old Mill Road Extension. Construction is 97% complete. Road opened to traffic on 8/18/14. Completion date adjusted five months, due to utility relocation and winter weather delays.										

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
XXXXX	MV	**Lorton Arts Cross County Trail**	COUNTY	**Design**	2.329	1.077	D	Apr-14	Mar-18	👍
		Multi-Use trail connecting the Cross County trail through the Lorton Arts Foundation property					R	Dec-16	Oct-17	
			LAF-131-0				U	Nov-17	Feb-18	
PED/ BIKE	TBD						C	Apr-18	Jan-19	
Survey is complete. Utility designation is in progress. Preliminary design is in progress. NEPA Study to be performed by VDOT.										
00642	MV	**Lorton Road/Furnace Road from Silverbrook Road to Route 123**	COUNTY	**Construction**	60.000	60.000	D	Feb-08	Sep-12	☺
		Widen to 4-lane divided section including on-road bike lanes, shared use path, low impact development practices, bridge crossings and wide median in Laurel Hill area					R	Jan-12	Sep-12	☺
			4YP213		2007 Bonds, C & I		U	Oct-12	Dec-14	👎Δ
SEC	WPH						C	Jan-14	Dec-16	👍
Construction is 4% complete. Utility relocation schedule adjusted three months, but the project completion date did not change.										
00642	MV	**Lorton Road/Lorton Market Road**	COUNTY	**Project Initiation**	0.300	0	D	TBD	TBD	
		Extend WB left turn lane					R	TBD	TBD	
					2014 Bonds		U	TBD	TBD	
SEC	VA						C	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.										
00642	MV	**Lorton Road/Lorton Station Blvd**	COUNTY	**Terminated**	1.200	0	D	N/A	N/A	
		Extend WB left turn lane and convert signal to protected only phasing					R	N/A	N/A	
					2014 Bonds		U	N/A	N/A	
SEC	N/A						C	N/A	N/A	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project was originally included in the 2014 Transportation Bond Referendum. After preliminary analysis and coordination with VDOT, the project has been terminated because the existing signal has protected only phasing and the turn lane volumes did not support a lane extension.										

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Mount Vernon District

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			FC Project No.							
			VDOT UPC No.		Fund Type					
XXXXX	MV	**Lorton VRE Parking Lot Expansion**	COUNTY	**Project Initiation**	1.500	0.250	**D**	TBD	TBD	
		Expansion of the existing Lorton VRE Park-and-Ride lot by approximately 150 spaces and associated site improvements					**R**	TBD	TBD	
			TF-000023-001				**U**	TBD	TBD	
TRAN	VA						**C**	TBD	TBD	
Funded for design only. AECOM submitted a fee proposal for full design and construction administration on 7/28/14. Comments on the proposal were transmitted to the AECOM on 8/19/14. A revised proposal is scheduled to be received in September 2014.										
00242	MV	**Mason Neck Trail 2B**	COUNTY	**Bid Ad**	2.290	2.290	**D**	TBD	Mar-12	☺
		Install 9,900 LF of 8-foot asphalt trail along Gunston Road from Pohick Bay Drive to the Pohick Bay Golf Course entrance					**R**	Aug-12	Feb-14	☺
			W00600-W6130B		District Walkway		**U**	N/A	N/A	
PED/ BIKE	CL						**C**	Jan-15	May-16	
Construction package submitted to VDOT for approval in July 2014. Project administrative agreement for additional funding to proceed with construction approved.										
00235	MV	**Mount Vernon Highway Walkway**	COUNTY	**Complete**	0.425	0.500	**D**	Mar-10	Nov-13	☺
		Add sidewalk from Richmond Highway (Route 1) to retail north of Sunny View Drive along west side					**R**	Dec-11	Oct-13	☺
			PPTF01-03900		C & I		**U**	N/A	N/A	
PED/ BIKE	CL						**C**	Jan-14	Jun-14	☺
Construction is complete.										
00623	MV	**Old Mount Vernon Road Walkway from Mount Vernon Hwy to Westgate Dr**	COUNTY	**Project Initiation**	2.100	0	**D**	TBD	TBD	
		Construct walkway on the west side of Old Mount Vernon Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in spring 2015.										

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status / FC Project No. / VDOT UPC No.	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00641	MV	**Pohick Road/Southrun Road**	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
		Pedestrian intersection improvements and extend sidewalk					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										
00630	MV	**Quander Avenue Walkway from West Potomac HS to Quander ES**	COUNTY	**Project Initiation**	1.300	0	**D**	TBD	TBD	
		Construct walkway on west side of Quander Avenue from southern West Potomac High School frontage to Quander Elementary School					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										
00001	LE, MV	**Richmond Highway from Mount Vernon Memorial Hwy to Napper Rd**	VDOT	**Project Initiation**	90.000	68.000	**D**	TBD	TBD	
		Widen Richmond Highway from 4 to 6 lanes					**R**	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Complements current project under construction from Telegraph to Mount Vernon Memorial Highway/Jeff Todd Way. Project scoping and initial coordination in progress. Anticipate completing scoping December 2014. Funding agreement for VDOT to administer project in progress. Funding application submitted to NVTA.										
00001	MV	**Richmond Highway from Old Mill Road/Jeff Todd Way to Telegraph Road**	FHWA	**Construction**	180.000	180.000	**D**	Mar-11	Apr-13	☺
		Widen to 6 lanes, including sidewalk/trail, and wide median for future transit					**R**	Jan-14	TBD	👍
			R00101-00100		DOD Grant		**U**	Nov-13	TBD	👍
PRI	JYR						**C**	Jun-13	Feb-16	👍
Design-build project. Project is divided into five sections - A) Telegraph Road Intersection, B) Telegraph Road to Fairfax County Parkway, C) Accotink Village Area, D) Railroad Bridge to Belvoir Road, E) Woodlawn historic district. Segments B, C, and D are under construction. 60% plans are under review for Segments A and E.										

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00627	MV	**Riverside Road Walkway from Elkin Street to Pennsylvania Boulevard** Complete missing links on west side of Riverside Road	COUNTY	**Project Initiation**	0.400	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										
00001	MV	**Route 1 Northbound from Engleside St to Forest Place (RHPTI)** 460 LF of concrete sidewalk from Engleside Street to Forest Place	COUNTY	**Design**	1.100	0.300	**D**	Jul-12	Jul-15	👎Δ
							R	Sep-14	Jun-15	Δ
			RHPTI-087		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Aug-15	May-16	Δ
Final design in progress. Plat preparation underway. Design schedule adjusted seven months, due to delays in receiving plan comments and soil boring information, additional stormwater management design, additional utility designation required because of stormwater design, and additional time required to update plats to new standards. Land acquisition and construction schedules adjusted accordingly.										
00001	MV	**Route 1 Northbound from Fairhaven Ave/Quander Rd to hotels (RHPTI)** 5' concrete sidewalk along east side Richmond Hwy from Fair Haven Avenue/Quander Road to Virginia Lodge	COUNTY	**Design**	0.900	0.450	**D**	Jul-12	Jul-15	👎Δ
							R	Sep-14	Jun-15	Δ
			RHPTI-079		Revenue Sharing, FTA		**U**	TBD	TBD	
PED/ BIKE	CL		71851				**C**	Jul-15	Apr-16	Δ
Final design in progress. Final plats received. Design schedule adjusted five months, due to delays in receiving plan comments and soil boring information and additional time required to update plats to new standards. Land acquisition schedule adjusted five months and construction schedule adjusted seven months as a result.										
00001	MV	**Route 1 Northbound from Janna Lee to Napper Road (RHPTI)** Pedestrian crossing and signal at Mt. Vernon Highway and 950 LF of 5-foot wide concrete sidewalk	COUNTY	**Construction**	0.689	0.689	**D**	Dec-07	Sep-13	☺
							R	Nov-11	Apr-13	☺
			40031G-11223		Revenue Sharing, FTA		**U**	Sep-12	Oct-12	☺
PED/ BIKE	CL		71851				**C**	Nov-13	Oct-14	👎Δ
Construction is 25% complete. Project completion schedule delayed five months, due to utility conflicts resulting in a signal pole relocation.										

Status Key: ☺ =Complete; 👍=OnSchedule; 👎=Behind Schedule; Δ =Change Since Previous Report; 🚩=Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00001	MV	**Route 1 Northbound from Radford Avenue to Frye Road (RHPTI)** 940 LF of concrete sidewalk along the east side of Route 1	COUNTY	**Design**	1.200	0.500	D	Jul-12	Jul-15	👎Δ
							R	Sep-14	Jun-15	Δ
			RHPTI-084		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL						C	Aug-15	May-16	Δ

Final design in progress. Final plats received. Design schedule adjusted seven months, due to delays in receiving plan comments and soil boring information, additional stormwater management design to meet new stormwater management regulations, and additional time required to update plats. Land acquisition schedule adjusted seven months and construction schedule adjusted eight months as a result.

00001	MV	**Route 1 Northbound from Sacramento Drive to Dogue Creek (RHPTI)** 340 LF of walkway and new pedestrian bridge over Dogue Creek	COUNTY	**Project Initiation**	1.400	TBD	D	TBD	TBD	
							R	TBD	TBD	
			RHPTI-086		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		71851				C	TBD	TBD	

Design contract was signed on 7/17/14. NTP letter was sent out on 7/21/14. Original survey complete. Additional survey was requested by consultant in order to perform stormwater analysis and locate stormwater structure outside original scope. Schedule will be determined once survey completed.

00001	MV	**Route 1 Northbound from Virginia Lodge to Huntington Ave (RHPTI)** 1,375 LF of 5' concrete sidewalk and extension of a box culvert along the east of Richmond Highway	COUNTY	**Design**	2.000	0.450	D	Jul-12	Aug-15	👎Δ
							R	Oct-14	Jul-15	Δ
			RHPTI-080		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		71851				C	Sep-15	Jun-16	Δ

Final design in progress. Plat preparation underway. Design schedule adjusted six months, due to delays in receiving soil boring information, additional wingwall design at culvert extension, because of soil conditions, and additional time required to update plats. Land acquisition schedule adjusted six months and construction schedule adjusted nine months as a result.

00001	MV	**Route 1 Northbound south of Fordson Road to Woodlawn Trail (RHPTI)** 1,640 LF of 5-foot wide concrete sidewalk	COUNTY	**Complete**	0.410	0.410	D	Dec-07	Mar-13	☺
							R	Oct-10	Oct-11	☺
			40031G*AA1400036-11		Revenue Sharing, FTA		U	Jan-13	Apr-13	☺
PED/ BIKE	CL		71851				C	Apr-13	Sep-13	☺

Construction is complete. Project completed ahead of previously reported schedule which was incorrect.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00001	MV	**Route 1 Southbound Belle Haven Towers to Mount Eagle Drive (RHPTI)** 110 LF of 5' concrete sidewalk along west of Richmond Hwy at the intersection of Mt. Eagle Drive	COUNTY	**Design**	0.600	0.100	D	Jul-12	Aug-15	👎Δ
							R	Oct-14	Jul-15	Δ
			RHPTI-081		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		71851				C	Sep-15	Jun-16	Δ

Final design in progress. Plat preparation underway. Design schedule adjusted six months, due to delays in receiving soil boring information, non-standard retaining wall design, and additional time required to update plats to new standards. Land acquisition schedule adjusted six months and construction schedule adjusted nine months as a result.

00001	MV	**Route 1 Southbound from Dogue Creek to Mobile Home Sales Park (RHPTI)** 2,000 LF of trail and new pedestrian bridge over Dogue Creek	COUNTY	**Project Initiation**	1.200	TBD	D	TBD	TBD	
							R	TBD	TBD	
			RHPTI-085		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		71851				C	TBD	TBD	

Design contract was signed on 7/17/14. NTP letter was sent out on 7/21/14. Original survey complete. Additional survey was requested by consultant in order to perform stormwater analysis and locate stormwater structures outside original scope. Schedule will be determined once survey completed.

00001	LE, MV	**Route 1 Southbound from Russell Road to Gregory Drive (RHPTI)** 270 LF of concrete sidewalk along west side of Route 1, including a signalized crosswalk	COUNTY	**Design**	0.550	0.500	D	Jul-12	Aug-15	👎Δ
							R	Sep-14	Jun-15	Δ
			RHPTI-083		Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		71851				C	Sep-15	Jun-16	Δ

Final design plan comments received and addressed. Final plats received. Design schedule adjusted eight months, due to delays in receiving plan comments, additional time required to update plats to new standards, and extra time to resolve maintenance issues with VDOT on proposed BMP structure. Land acquisition schedule adjusted seven months and construction schedule adjusted nine months as a result.

00001	MV	**Route 1 Southbound from Sacramento Drive to Engleside Plaza (RHPTI)** 1,400 LF of 5-foot wide concrete sidewalk	COUNTY	**Complete**	0.350	0.350	D	Dec-07	Mar-13	☺
							R	Oct-10	Sep-11	☺
			40031G-11213		Revenue Sharing, FTA		U	Jan-13	Apr-13	☺
PED/ BIKE	CL		71851				C	Apr-13	Sep-13	☺

Sidewalk completed September 2013. Outstanding pavement marking work completed April 2014.

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Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00001	MV, LE	**Route 1 Transit Center**	COUNTY	**Study**	0.215	0.215	D	Aug-10	TBD	👍
		Select location, conceptual design, and operational study for transit center in the Route 1 corridor (study only)					R	N/A	N/A	
			2G40-059-000		C & I, FTA, NVTA Regional		U	N/A	N/A	
TRAN	CL						C	N/A	N/A	

Conceptual layout design and feasibility analysis in progress on three sites. A PIM was held in September 2013. Revised conceptual designs, based on stakeholder comments. Fairfax County Health Department completed Health Impact Assessment. After additional coordination with stakeholders, currently evaluating the feasibility of a new site location. Funding application submitted to NVTA.

00001	MV	**Route 1/Arlington Blvd (RHPTI)**	COUNTY	**Bid Ad**	0.390	0.500	D	Mar-12	May-14	☺Δ
		Pedestrian intersection improvements					R	N/A	N/A	
			RHPTI-016		CMAQ		U	N/A	N/A	
PED/ BIKE	CL		98753				C	Sep-14	Mar-15	Δ

Final design complete and VDOT permit received 6/28/14. Construction package being prepared. Design schedule adjusted two months and construction schedule adjusted seven months, due to delays in receiving VDOT construction authorization and the need to advertise for construction bids instead of using the annual contractor.

00001	LE, MV	**Route 1/Belford Drive (RHPTI)**	COUNTY	**ROW**	0.850	0.357	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06011		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	May-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

00001	MV	**Route 1/Frye Road Phase II (RHPTI)**	COUNTY	**ROW**	1.322	0.300	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06002		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	May-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00001	LE, MV	**Route 1/Ladson Lane (RHPTI)**	COUNTY	**ROW**	0.815	0.400	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06002		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	Jun-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

00001	LE, MV	**Route 1/Lockheed Blvd/Dart Lane (RHPTI)**	COUNTY	**Bid Ad**	0.690	0.500	D	Mar-12	May-14	☺Δ
		Pedestrian intersection improvements					R	N/A	N/A	
			RHPTI-015		CMAQ		U	N/A	N/A	
PED/ BIKE	CL		98753				C	Sep-14	Mar-15	Δ

Final design complete and VDOT permit received 7/6/14. Construction package being prepared. Design schedule adjusted two months and construction schedule adjusted seven months, due to delays in receiving VDOT construction authorization and the need to advertise for construction bids instead of using the annual contractor.

00001	MV	**Route 1/Lukens Lane Phase II (RHPTI)**	COUNTY	**ROW**	1.322	0.300	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06002		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	May-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

00001	LE, MV	**Route 1/Mohawk Lane (RHPTI)**	COUNTY	**ROW**	0.850	0.157	D	Jul-11	Apr-15	👎Δ
		Pedestrian intersection improvements					R	May-14	Mar-15	👍Δ
			26006G-06011		CMAQ, Revenue Sharing, FTA		U	TBD	TBD	
PED/ BIKE	CL		99054				C	May-15	Dec-15	Δ

Final design and land acquisition in progress. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design, land acquisition, and construction schedules adjusted five months as a result.

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00001	MV	**Route 1/Sacramento Drive/Cooper Road (RHPTI)** Pedestrian intersection improvements	COUNTY	**Bid Ad**	0.600	0.500	**D**	Mar-12	May-14	☺Δ
							R	N/A	N/A	
			RHPTI-013		CMAQ		**U**	N/A	N/A	
PED/ BIKE	CL		98753				**C**	Sep-14	Mar-15	Δ

Final design complete and VDOT permit received 6/28/14. Construction package being prepared. Design schedule adjusted two months and construction schedule adjusted seven months, due to delays in receiving VDOT construction authorization and the need to advertise for construction bids instead of using the annual contractor.

00001	LE, MV	**Route 1/Southgate Drive/Bedoo St (RHPTI)** Pedestrian intersection improvements	COUNTY	**ROW**	0.345	0.500	**D**	Mar-12	Apr-15	👎Δ
							R	Aug-14	Mar-15	👍Δ
			RHPTI-014		CMAQ		**U**	N/A	N/A	
PED/ BIKE	CL		98753				**C**	May-15	Nov-15	Δ

Final design is in progress. VDOT ROW authorization received on 8/11/14. NTP for land acquisition issued 8/12/14. Land acquisition schedule adjusted, due to delays in receiving VDOT ROW authorization. Design and land acquisition schedules adjusted four months and construction schedule adjusted six months as a result.

00626	MV	**Sherwood Hall Lanes Marking Plans** Repaving and pavement marking Sherwood Hall Lane to add Bike Lanes from Route 1 to Fort Hunt Road	COUNTY	**Construction**	0.050	0.050	**D**	Oct-13	May-14	☺
							R	N/A	N/A	
			PBFP01-00400				**U**	N/A	N/A	
SEC	TBD						**C**	Jul-14	Sep-14	👍

Striping in progress by VDOT.

00600	MV, SP	**Silverbrook Road Walkway** Install 650 LF asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road	COUNTY	**Complete**	0.275	0.220	**D**	May-08	Mar-12	☺
							R	Feb-09	Feb-11	☺
			4YP201-PB020		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	WPH						**C**	May-12	Jun-14	☺

Construction complete.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Mount Vernon District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00600	MV	**Silverbrook Road Walkway from Hooes Road to South County High School** Install walkway on south side of Silverbrook Road	COUNTY	**Project Initiation**	2.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

00600	MV	**Silverbrook Road/Southrun Road** Intersection improvements, EB left turn lane	COUNTY	**Project Initiation**	1.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

00611	LE, MV	**Telegraph Road from Beulah Street to Leaf Road** Widen Telegraph Road to 4 lanes and provide pedestrian facility; Part of Jeff Todd Way Project	FHWA	**Construction**	38.350	27.559	**D**	Oct-08	May-11	☺
							R	Sep-10	May-11	☺
					Secondary		**U**	Feb-11	May-14	☺Δ
SEC	JYR		11012				**C**	Jun-11	Nov-14	👎Δ

Part of Jeff Todd Way Phase II project which is under construction. Construction is 97% complete. Road opened to traffic on 8/18/14. Completion date adjusted five months, due to utility relocation and winter weather delays.

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Project Status Report

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
03402	PR	**Aline Avenue Walkway (TMSAMS)**	COUNTY	**Design**	0.300	0.250	**D**	Aug-13	May-16	👍
		South side between Gallows Road and first entrance on Aline Ave					**R**	Apr-15	Nov-15	Δ
			TMSAMS-110		RSTP		**U**	Dec-15	Mar-16	
PED/ BIKE	WPH						**C**	Jul-16	Feb-17	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-final design in progress. Fiber optic hand hole relocation required. Environmental PCE approved by VDOT on 6/16/14. Land acquisition schedule adjusted two months and utility relocation schedule added. The project completion date did not change.

00123	PR	**Chain Bridge Road Walkway (TMSAMS)**	COUNTY	**Design**	0.900	0.750	**D**	Aug-13	Apr-16	👍Δ
		North side from Anderson Road to Colonial Lane					**R**	May-15	Dec-15	Δ
			TMSAMS-108		RSTP		**U**	Jan-15	Jun-16	
PED/ BIKE	SSS						**C**	Aug-16	Jun-17	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-Final design in progress. Geotechnical report comments received 7/17/14 and are being addressed. Water and fiber optic relocations required. Environmental PCE approved by VDOT on 6/16/14. Design schedule advanced one month. Land acquisition schedule adjusted and utility relocation dates added. Construction start date adjusted, but the project completion date did not change.

00123	PR	**Chain Bridge Road Walkway from Courthouse Road to Sutton Road**	COUNTY	**Project Initiation**	1.800	0	**D**	TBD	TBD	
		Construct walkway on south side of Chain Bridge Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2017.

02862	PR	**Chichester Lane Walkways**	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
		Construct walkways on west side of Chichester Lane from existing sidewalk at Cherry Drive to existing Day Lilly Court and from Lismore Lane to existing sidewalk on east side of Chichester Lane					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	AB						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00123	DR, PR	**Dolley Madison Blvd Walkway (DCBPA)**	COUNTY	**Design**	2.000	1.200	**D**	Mar-13	May-15	👎Δ
		Great Falls St/Lewinsville Road to McLean Metrorail Station					**R**	TBD	TBD	
			DCBPA-065		CMAQ		**U**	Nov-14	May-15	
PED/ BIKE	SSS		93146				**C**	Jun-15	Jan-16	
Pre-final design comments were received. Test holes complete. Submission to MWAA regarding permit agreement issued 7/25/14. Design completion date delayed one month, but the project completion date did not change. Corrected design start date. Added utility relocation schedule.										
XXXXX	DR, PR, HM	**Dulles Rail Phase 1**	MWAA	**Complete**	2740.000	2740.000	**D**	Apr-05	Jun-10	☺
		Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue					**R**	Jan-08	Nov-08	☺
					Federal, State, Local, Tax District, MWAA		**U**	Feb-08	Jan-10	☺
TRAN	WPH		70554				**C**	Jan-09	Jul-14	☺Δ
Project opened for service on 7/26/14. For further information, see http://www.dullesmetro.com.										
00698	PR	**Electric Avenue and Cedar Lane NB Left Turn Lane**	COUNTY	**Project Initiation**	1.610	1.610	**D**	TBD	TBD	
		Add 250 LF of left turn lane on northbound Cedar Lane at Electric Avenue, including drainage improvements, signal improvements, and a 5' concrete sidewalk					**R**	TBD	TBD	
					NVTA Local		**U**	TBD	TBD	
SEC	AB						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.										
00650	PR	**Gallows Road Walkway (TMSAMS)**	COUNTY	**Design**	0.300	0.250	**D**	Aug-13	Jan-16	👍
		Sidewalk on northwest corner of Gallows Road and Old Courthouse Road intersection					**R**	Jan-15	Aug-15	Δ
			TMSAMS-109		RSTP		**U**	Sep-15	Dec-15	
PED/ BIKE	WPH						**C**	Mar-16	Dec-16	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-final design in progress. Fiber optic hand hole relocation required. Environmental PCE approved by VDOT on 6/16/14. Land acquisition schedule adjusted one month, and utility relocation date added. The project completion date did not change.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00650	PR	**Gallows Road/Boone Blvd (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.200	0.150	**D**	Aug-13	Nov-15	👎Δ
							R	Mar-15	Oct-15	Δ
			TMSAMS-117		RSTP		**U**	N/A	N/A	
PED/ BIKE	CL						**C**	Dec-15	Sep-16	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-Final design submitted to VDOT for review 8/4/14. Environmental PCE approved by VDOT on 6/16/14. Design completion delayed one month. Land acquisition completion adjusted three month and construction start date advanced two months, but the project completion date did not change.

00939	PR	**Gosnell Road/Old Courthouse Road (DCBPA)** Pedestrian intersection improvements	COUNTY	**ROW**	0.500	0.200	**D**	May-12	Jan-15	👎Δ
							R	Jun-14	Dec-14	👍Δ
			DCBPA-071		CMAQ		**U**	N/A	N/A	
PED/ BIKE	GM		93146				**C**	Apr-15	Oct-15	Δ

Land acquisition in progress. Land acquisition start date adjusted pending receipt of public participation waiver from VDOT. Design schedule adjusted one month, land acquisition schedule adjusted two months, and construction schedule adjusted three months as a result. Corrected design start date.

00674	PR	**Hunter Mill Road/Mystic Meadow Way** Reconfigure intersection with roundabout and new pedestrian/bicycle facilities	COUNTY	**ROW**	1.850	1.627	**D**	Aug-10	Aug-15	👎Δ
							R	May-14	Jan-15	👍Δ
			RSPI01-00700		C & I		**U**	Jun-14	Aug-15	Δ
SEC	SSS						**C**	Sep-15	Oct-16	Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Land acquisition in progress. Second pre-final plans in progress. Requested task order addendum for additional stormwater management design. Design completion delayed seven months. Land acquisition adjusted two months, utility relocation adjusted nine months, and construction adjusted eleven months as a result.

I-495	PR	**I-495 Express Lanes Ped/Bike at Chain Bridge Road** Both sides from Old Meadow Road to Tysons Blvd	VDOT	**Design**	1.750	1.750	**D**	Apr-13	Jun-15	👍
							R	Aug-14	Apr-15	
					Enhancement, CMAQ		**U**	Sep-15	Jul-16	
PED/ BIKE	WPH		94363				**C**	Sep-15	Jul-16	

Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Design in progress.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-495	PR	**I-495 Express Lanes Ped/Bike at Idylwood Road (North)** North side from I-495 to Shreve Hill Road	VDOT	**Design**	1.280	1.280	**D**	Apr-13	Jun-15	👍
							R	Aug-14	Apr-15	
					Enhancement, CMAQ		**U**	Sep-15	Jul-16	
PED/ BIKE	WPH		94363				**C**	Sep-15	Jul-16	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Design in progress.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-495	PR	**I-495 Express Lanes Ped/Bike at Idylwood Road (South)** South side from I-495 to Whitestone Hill Ct	VDOT	**Design**	1.280	1.280	**D**	Apr-13	Jun-15	👍
							R	Aug-14	Apr-15	
					Enhancement, CMAQ		**U**	Sep-15	Jul-16	
PED/ BIKE	WPH		94363				**C**	Sep-15	Jul-16	
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Design in progress.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-66	PR, SP, SU	**I-66 Active Traffic Management** Improve safety and incident management along I-66 corridor from the D.C. line to Route 29 in Gainesville	VDOT	**Construction**	38.600	38.600	**D**	Apr-12	Jan-13	☺Δ
							R	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	SSS		98017				**C**	Jan-13	Feb-15	👍Δ
Design-build project currently under construction. Corrected design dates and construction start date which is design-build contract award.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-66	PR, SP, SU	**I-66 from I-495 Capital Beltway to Route 15 in Haymarket** I-66 Tier 2 Draft Environmental Assessment (study only)	VDOT	**Study**	35.263	35.263	**D**	Jul-14	Dec-15	👍
							R	N/A	N/A	
							U	N/A	N/A	
INT	SSS		54911				**C**	N/A	N/A	
Scope includes a combination of concepts identified in the Tier 1: two Express lanes, three regular lanes, and rapid bus service in addition to other safety and operational improvements. It will evaluate site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation area, historic properties, wetlands, and streams. The proposed improvements will not preclude the addition of Metrorail, light rail, or bus rapid transit within the right-of-way on I-66 in the future. Design-build RFQ expected late 2014 with RFP in late 2015 or early 2016. Estimate starting construction in 2017.										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
I-66	PR	**I-66 Vienna/Fairfax-GMU Metrorail Enhanced Transit Access** Construct bus ramp to increase accessibility to Vienna/Fairfax-GMU Metrorail Station for transit vehicles	VDOT	**Design**	51.753	38.300	**D**	Nov-05	TBD	👎Δ
							R	TBD	TBD	
					CMAQ, RSTP		**U**	N/A	N/A	
INT	CL		81009				**C**	TBD	TBD	Δ

Design-build project managed by VDOT. VDOT is negotiating with WMATA on an MOU for access and land rights. Interchange Justification Report (IJR) approved by FHWA. RFQ for design-build delivery advertised 5/20/14. VDOT Central Office approved design 7/18/14. RFP for design-build contract delayed, and schedule changed to TBD because of additional time required to negotiate the MOU. Anticipate issuing RFP in early 2015.

00695	PR	**Idylwood Road Bike Lanes (TMSAMS)** Construct shared use path from Helena Drive to Idyl Lane on the east side of Idylwood Road	COUNTY	**Project Initiation**	1.050	1.050	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-scoping process is underway. The original scope called for bike lanes/bike shoulders. After field reviews, it was determined that on-road bike shoulders would not be feasible due to major utility conflicts and right of way constraints. Staff is now evaluating the feasibility of a shared use path. FCPA is master planning new park located opposite Idyl Lane.

00684	PR	**International Drive/Greensboro Road (DCBPA)** Pedestrian intersection improvements	COUNTY	**ROW**	0.400	0.200	**D**	Jun-12	Jan-15	👎Δ
							R	Jun-14	Dec-14	👍Δ
			DCBPA-067		CMAQ		**U**	N/A	N/A	
PED/ BIKE	GM		93146				**C**	Apr-15	Oct-15	Δ

Land acquisition in progress. Land acquisition start date adjusted pending receipt of public participation waiver from VDOT. Design schedule adjusted one month, land acquisition schedule adjusted two months, and construction schedule adjusted three months as a result. Corrected design start date.

06034	PR	**International Drive/Tysons Blvd (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.200	0.150	**D**	Aug-13	Oct-15	👎Δ
							R	Feb-15	Sep-15	
			TMSAMS-119		RSTP		**U**	TBD	TBD	
PED/ BIKE	TB						**C**	Dec-15	May-16	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Partial Intermediate design comments received 6/30/14. Environmental PCE approved by VDOT on 6/16/14. Design schedule delayed two months. Land acquisition schedule added and construction start date adjusted, but the project completion date did not change.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No.							
			VDOT UPC No.		Fund Type					
00655	PR	**Jermantown Road and Oak Marr Recreation Center** Install signalized crosswalk at Oak Marr Recreation Center and existing trail and ramps	VDOT	**Project Initiation**	0.150	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bond		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	
Project is included for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in spring 2015.										
08102	PR	**Jones Branch Connector** Final Design for extension of Scotts Crossing Rd from Jones Branch Dr. to Dolley Madison Blvd. over I-495 and the I-495 Express Lanes	COUNTY	**Design**	41.000	22.400	**D**	Feb-14	Jul-16	👎Δ
							R	Dec-15	Jul-16	Δ
			JBC-093		C & I, Revenue Sharing, RSTP		**U**	Apr-16	Nov-16	
SEC	SSS		103907				**C**	Jul-16	2018	Δ
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Public Hearing plans distributed for review 7/24/14. Public Hearing planned for late 2014/early 2015 pending FHWA approvals of environmental documentation. Design delayed three months to allow for longer review times than anticipated. Land acquisition schedule adjusted three months and construction schedule adjusted four months as a result.										
05062	PR	**Jones Branch Drive Walkway (TMSAMS)** South side between Park Run Drive and Westbranch Drive	COUNTY	**Construction**	N/A	N/A	**D**	N/A	N/A	
							R	N/A	N/A	
					Developer		**U**	N/A	N/A	
PED/ BIKE	AL						**C**	Aug-14	Jun-15	👍
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Developer led project. Starting construction. Trail will be one of the final items completed to avoid damage.										
00029	PR	**Lee Highway Walkway from Circle Towers to Vaden Drive** Construct asphalt trail on south east of Lee Highway (Route 29) from Circle Towers to Vaden Drive, new pedestrian crossing at Lee Highway and Vaden Drive.	VDOT	**Project Initiation**	3.000	3.000	**D**	TBD	TBD	
							R	TBD	TBD	
					TBD		**U**	TBD	TBD	
PED/ BIKE	AB						**C**	TBD	TBD	
Fairfax County Parks Authority (FCPA) will also be taking a lead in this project. Project scoping and initial coordination in progress. Anticipate completing scoping in fall 2014. A field meeting with VDOT and FCPA to be scheduled for fall 2014.										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00893	PR	**Madrillon Road Walkway (TMSAMS)** Install 315 LF of walkway between Gallows Road and Boss Street	COUNTY	**Design**	0.300	0.127	**D**	Aug-13	May-16	👍
							R	Apr-15	Nov-15	Δ
			TMSAMS-111		RSTP		**U**	Dec-15	Apr-16	
PED/ BIKE	CL						**C**	Jun-16	Feb-17	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Pre-final design submitted to VDOT for review 8/21/14. Cox relocation required. Environmental PCE approved by VDOT on 6/16/14. Land acquisition schedule adjusted two months, and utility relocation schedule added. The project completion date did not change.

00769	PR	**Oak Street Walkway from Morgan Lane to I-495 Overpass** Install concrete sidewalk along the south side of Oak Street from west of Morgan Lane to I-495	COUNTY	**ROW**	0.650	0.120	**D**	May-13	Feb-15	👍
							R	July-14	Jan-15	👍
			4YP201-PB038B		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	WPH						**C**	Mar-15	Sep-15	

Pre-final design plans distributed on 7/29/14. Land Acquisition NTP issued on 7/9/14. Land acquisition in progress. No utility relocation will be required.

00769	PR	**Oak Street Walkway from Sandburg Street to Morgan Lane** Install concrete sidewalk on south side of Oak Street from Sandburg Street to west of Morgan Lane	COUNTY	**Construction**	0.500	1.300	**D**	Nov-08	July-14	☺Δ
							R	Jun-13	Mar-14	☺Δ
			4YP201-PB038A		Enhancement, CMAQ		**U**	Apr-14	Aug-14	☺Δ
PED/ BIKE	WPH		94363				**C**	Aug-14	Dec-14	👍Δ

Land acquisition completed one month ahead of schedule. VDOT LUP received on 7/25/14. Final construction package sent on 8/8/14. Gas relocation completed in August 2014. Design completion delayed three months, due to gas relocation, and construction schedule adjusted accordingly.

00677	PR	**Old Courthouse Road/Woodford Road (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Design**	0.250	0.200	**D**	Aug-13	Dec-15	👍Δ
							R	Feb-15	Sep-15	Δ
			TMSAMS-116		RSTP		**U**	Oct-15	Jan-15	
PED/ BIKE	CL						**C**	Feb-16	Dec-16	Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Intermediate design comments received on 7/24/14. Pre-Final design in progress. Utility test holes requested 8/4/14. Environmental PCE approved by VDOT on 6/16/14. Design schedule advanced one month. Land acquisition schedule adjusted and utility relocation dates added. Construction start date adjusted, but the project completion date did not change.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00650	PR	**Old Gallows Road/Gallows Branch Road (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Project Initiation**	0.300	0.250	**D**	Apr-14	Mar-17	
							R	May-16	Nov-16	
			TMSAMS-115		RSTP		**U**	Dec-16	Feb-17	
PED/ BIKE	SLC						**C**	Jul-17	Sep-18	

Intermediate design plans were submitted for review on 7/18/14.

XXXXX	DR, PR	**Pavement Marking Plans (TMSAMS)** Magarity Road, Jones Branch Drive, Westmoreland St, Madrillon Road	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
							R	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Anticipate starting scoping and initial coordination in fall 2014.

00123	PR	**Route 123 Bridge over I-66** Rehabilitation of Route 123 SB and NB bridges over I-66	VDOT	**On Hold**	16.095	1.090	**D**	TBD	TBD	
							R	N/A	N/A	
					State		**U**	N/A	N/A	
PRI	CL		92567				**C**	TBD	TBD	

Reviewed Stage 1 Bridge Deck Replacement & Widening Study Report in December 2012. Scoping meeting in January 2013. On hold pending I-66 Access Improvement Study.

00123	PR	**Route 123 Walkway from Horse Shoe Drive to Niblick Drive** Construct walkway on south side of Route 123 from Horse Shoe Drive (north intersection) to Niblick Drive	COUNTY	**Project Initiation**	0.200	0.200	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Anticipate starting scoping and initial coordination in winter 2015.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00123	PR	**Route 123/Boone Boulevard**	VDOT	**Project Initiation**	0.150	0	**D**	TBD	TBD	
		Install signalized crosswalks at Boone Boulevard					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PRI	GF						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

00123	PR	**Route 123/International Drive (DCBPA)**	COUNTY	**Construction**	N/A	N/A	**D**	N/A	N/A	
		Pedestrian intersection improvements					**R**	N/A	N/A	
			DCBPA-066		Developer		**U**	N/A	N/A	
PED/ BIKE	AL		93146				**C**	Aug-14	Mar-15	👍

Developer led project. Construction started.

00123	PR	**Route 123/Jermantown Road**	COUNTY	**Design**	1.750	0.950	**D**	Jun-10	May-15	👎Δ
		Construct right turn lane from SB Route 123 onto WB Jermantown Road, right turn lane extension from NB Route 123 onto EB Jermantown Road, and pedestrian intersection improvements					**R**	Sep-14	Apr-15	Δ
			RSPI01-01400		C & I		**U**	May-15	Sep-15	Δ
PRI	JYR						**C**	Jun-15	Apr-16	Δ

C & I funding approved by BOS in March 2010. Pre-final design plans submitted for review 5/6/14. Signal design is in progress. Design schedule delayed one month. Land acquisition completion and construction start dates adjusted accordingly, but project completion date did not change. Updated utility relocation schedule. Corrected design start date.

00029	PR	**Route 29 Bridge Repairs**	VDOT	**Complete**	0.550	0.550	**D**	Feb-13	Sep-13	☺
		Structural Repairs of Bridge at Route 29 over Tributary of Accotink Creek					**R**	N/A	N/A	
					Bridge		**U**	N/A	N/A	
PRI	AB		103788				**C**	Nov-13	Jun-14	☺Δ

Construction completed three months ahead of schedule.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00029	PR	**Route 29/Gallows Road Intersection Lighting** Replace Street Lights	VDOT	**Construction**	0.150	0.150	**D**	N/A	N/A	
							R	N/A	N/A	
							U	N/A	N/A	
	WPH						**C**	Feb-14	Oct-14	👍
Dominion Virginia Power was working on the splicing of the power connection to the street lights.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	BR, PR	**Route 50 and Waples Mill Road** Intersection improvements	COUNTY	**Project Initiation**	TBD	0.250	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Local		**U**	TBD	TBD	
PRI	JYR						**C**	TBD	TBD	
Partial funding for study of potential interim/low cost improvements. NVTA's TransAction 2040 and the county's Comprehensive Plan calls for Interchange. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in winter 2015.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	PR	**Route 50 Walkway from Annandale Road to Cherry Street (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Design**	0.495	0.150	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-059		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	PR	**Route 50 Walkway from Cedar Hill Road to Allen Street (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Design**	0.630	0.225	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-055		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	PR	**Route 50 Walkway from Meadow Lane to Linden Lane (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Design**	0.270	0.100	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-060		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Mar-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										
00050	PR	**Route 50 Walkway from Westcott Street to Annandale Road (RT50PI)** Install walkway on north side of Route 50	COUNTY	**Design**	1.260	0.300	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-058		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										
00050	MA, PR	**Route 50/Allen St (RT50PI)** Intersection and bus stop improvements	COUNTY	**Design**	0.400	0.200	**D**	Oct-13	Feb-17	👎Δ
							R	Nov-15	Oct-16	Δ
			RT50-052		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ
Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.										
00050	MA, PR	**Route 50/Annandale Road (RT50PI)** Pedestrian intersection improvements	COUNTY	**Terminated**	0.400	0.200	**D**	N/A	N/A	
							R	N/A	N/A	
			RT50-054		RSTP, CMAQ		**U**	N/A	N/A	
PED/ BIKE	WPH		58601				**C**	N/A	N/A	
Project cancelled. To be completed by the developer.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	PR	**Route 50/Gallows Road**	VDOT	**Project Initiation**	0.250	0	**D**	TBD	TBD	
		Install signalized crosswalks at Route 50 and Gallows Road interchange					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
SEC	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

00050	MA, PR	**Route 50/Wayne Road/Woodlawn Ave (RT50PI)**	COUNTY	**Design**	0.400	0.200	**D**	Oct-13	Feb-17	👎Δ
		Signalization and sidewalk improvements					**R**	Nov-15	Oct-16	Δ
			RT50-053		RSTP, CMAQ		**U**	Nov-16	Feb-17	
PED/ BIKE	WPH		58601				**C**	Apr-17	Jun-18	Δ

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on 6/19/12. Intermediate design is underway. Programmatic categorical exclusion received on 2/4/14. Additional survey task order required to clarify inaccessible storm drainage. PIM scheduled on 10/15/14. Utility relocation dates added. Design start date corrected and completion date delayed by one month due to storm drainage design issues. Land acquisition schedule updated and lengthened by one month to allow sufficient acquisition time. Construction schedule updated and lengthened six months to allow for sufficient construction time and account for winter construction.

00007	DR, PR	**Route 7 Bridge Rehabilitation**	VDOT	**Design**	34.400	20.500	**D**	Sep-12	Apr-15	👎Δ
		Bridge over Dulles Toll Road					**R**	May-15	Nov-15	Δ
					Bridge, NVTA Regional		**U**	Nov-15	Aug-16	Δ
PRI	SLC		82135				**C**	Nov-15	Jun-17	Δ

Public hearing held 2/20/14. The project is currently funded by federal bridge funds identified in VDOT's Six-Year Improvement Program. Fairfax County has requested additional funding from NVTA for the project. Environmental document is complete. Design completion date delayed seven months since the project is now being pursued as a design-build project. Land acquisition and utility relocation dates advanced four months, and construction schedule advanced three months. Design-build NTP anticipated in winter 2015.

00007	DR, HM, PR	**Route 7 from Reston Avenue to Jarrett Valley Drive**	VDOT	**Design**	30.000	7.692	**D**	Jun-11	TBD	👍
		Widen to 6 lanes (PE Only)					**R**	N/A	N/A	
					NVTD Bonds, Federal		**U**	N/A	N/A	
PRI	SLC		52328				**C**	N/A	N/A	

Funded through the Board's Tysons Transportation Plan. Preliminary design, including alternative intersection analysis, in progress. Group of community, BOS staff, and state/local government agency stakeholders established to discuss design challenges and provide input on project scope. Value engineering for the project held at VDOT in April 2014. Third PIM held on 6/24/14. Project Public Hearing planned in early 2015.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00007	DR, PR	**Route 7 Walkway (TMSAMS)** Complete missing links on south side from Jarrett Valley Drive to Beulah Road	COUNTY	**Design**	5.375	4.500	**D**	TBD	TBD	
							R	TBD	TBD	
			TMSAMS-128		RSTP		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	
Preliminary design in progress. Advanced plans under review. Schedule to be determined upon preliminary design completion which is expected in September 2014, based on potential phasing of the project.										
00007	PR	**Route 7 Walkway North Side under Route 123 (DCBPA)** Install walkway across interchange	COUNTY	**Design**	1.200	1.200	**D**	Feb-12	Mar-15	👎Δ
							R	N/A	N/A	
			DCBPA-069		CMAQ		**U**	TBD	TBD	
PED/ BIKE	TB		93146				**C**	Apr-15	Nov-15	Δ
Pre-final design submitted for review 8/8/14. Design schedule delayed eight months to allow for structural analysis of existing bridge and retaining wall design. Construction schedule adjusted five months as a result.										
00007	PR	**Route 7 Walkway South Side under Route 123 (DCBPA)** Install walkway across interchange	COUNTY	**Design**	1.200	1.200	**D**	Feb-12	Mar-15	👎Δ
							R	N/A	N/A	
			DCBPA-070		CMAQ		**U**	TBD	TBD	
PED/ BIKE	TB		93146				**C**	Apr-15	Nov-15	Δ
Pre-final design submitted for review 8/8/14. Design schedule delayed eight months to allow for structural analysis of existing bridge and retaining wall design. Construction schedule adjusted five months as a result.										
00007	PR	**Route 7 Widening from Route 123 to I-495 (Study Only)** Conceptual design and traffic operations study to determine future cross section	COUNTY	**Study**	0.650	0.650	**D**	Sep-12	TBD	👍
							R	N/A	N/A	
			2G40-035-001		C & I		**U**	N/A	N/A	
PRI	TB						**C**	N/A	N/A	
Preliminary roadway layout has been developed per Tysons Design standards. Schedule delayed because data from additional Tysons Consolidated Traffic Impact Analysis (CTIA) was needed. CTIA work is complete. Developing new project schedule.										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00007	PR	**Route 7/Gosnell/Westpark (TMSAMS)**	COUNTY	**Design**	0.300	0.250	**D**	Aug-13	Feb-15	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
			TMSAMS-112		RSTP, C & I		**U**	N/A	N/A	
PED/ BIKE	SLC						**C**	Apr-15	Jan-16	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Intermediate plans submitted to VDOT for review 8/1/2014. Environmental PCE approved by VDOT on 6/16/14.

00007	HM, PR	**Route 7/Route 123 Interchange (Study Only)**	COUNTY	**Study**	0.350	0.350	**D**	Sep-12	TBD	👍
		Conceptual design and traffic operations study to determine future interchange configuration or at-grade intersection configuration					**R**	N/A	N/A	
			2G40-035-002		C & I		**U**	N/A	N/A	
PRI	TB						**C**	N/A	N/A	

Ground survey and traffic counts complete. Conducting additional Tyson Consolidated Traffic Impact Analysis (CTIA) simulations to test alternatives. Anticipate completing CTIA simulations by fall 2014 at which time viable conceptual interchange/intersection alternatives will be studied further and new schedule will be developed.

00007	PR	**Route 7/Spring Hill Road (TMSAMS)**	COUNTY	**Design**	0.300	0.250	**D**	Aug-13	Feb-15	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
			TMSAMS-113		RSTP, C & I		**U**	N/A	N/A	
PED/ BIKE	SLC						**C**	Apr-15	Jan-16	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Intermediate plans submitted to VDOT for review 8/1/2014. Environmental PCE approved by VDOT on 6/16/14.

00007	PR	**Route 7/Tyco/Westwood Center (TMSAMS)**	COUNTY	**Design**	0.300	0.250	**D**	Aug-13	Feb-15	👍
		Pedestrian intersection improvements					**R**	N/A	N/A	
			TMSAMS-114		RSTP, C & I		**U**	N/A	N/A	
PED/ BIKE	SLC						**C**	Apr-15	Jan-16	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Intermediate design plans distributed 8/1/2014. Environmental PCE approved by VDOT on 6/16/14.

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	PR	**Scotts Run Walkway (TMSAMS)**	FCPA	**Design**	2.300	2.300	**D**	TBD	TBD	
		Connection through Scotts Run Community Park					**R**	TBD	TBD	
			TMSAMS-107		RSTP		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Conceptual alignment study completed in January 2014. FCDOT staff is coordinating MOU with FCPA to move project forward which is expected to be complete in fall 2014.										
07648	PR	**Tysons Boulevard/Galleria Drive (DCBPA)**	COUNTY	**Design**	0.500	0.300	**D**	Aug-14	TBD	👍Δ
		Pedestrian intersection improvements					**R**	TBD	TBD	
			DCBPA-068		CMAQ		**U**	TBD	TBD	
PED/ BIKE	WPH		93146				**C**	TBD	TBD	Δ
Project was scoped to be completed in two phases. Due to safety concerns of pedestrians crossing at this location to access the Silver Line, VDOT and county staff agreed to cancel phase one, and expedite phase two. Phase two design is to be completed by the county and construction will be completed by VDOT. NTP for additional survey issued on 8/12/14. Schedule will be set after additional survey received. New design start date added.										
XXXXX	PR	**Tysons Pavement Markings (TMSAMS)**	COUNTY	**Project Initiation**	0.015	0.015	**D**	TBD	TBD	
		Bicycle Master Plan routes in Tysons					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Funding provided to add bike lanes and markings along existing roadways in the Tysons area and surrounding neighborhoods. Funding is for multiple projects. Scoping in progress. Anticipate completing scoping in spring 2015.										
XXXXX	DR, PR	**Tysons Wayfinding Signage (TMSAMS)**	COUNTY	**Project Initiation**	0.100	0.100	**D**	TBD	TBD	
		Throughout Tysons Area					**R**	TBD	TBD	
					RSTP		**U**	TBD	TBD	
PED/ BIKE	CWS						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Funding provided to install wayfinding signage for bicycles in the Tysons area and surrounding neighborhoods. Funding is for multiple projects. Scoping in progress. Anticipate completing scoping in spring 2015.										

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Providence District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	PR	**Vienna Metrorail Station Area Bicycle Connectivity Improvements** Enhance bike access to the Vienna Metrorail and Metro West Town Center and surrounding area	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2018.

XXXXX	PR	**West Ox Bus Operations Center - Phase II (PE Only)** Expansion to provide approximately nine maintenance bays, administration offices, locker rooms, storage, and lunch area. Site work will include additional employee parking.	COUNTY	**Design**	19.550	3.000	**D**	Dec-13	May-15	👍
							R	N/A	N/A	Δ
			TF-000003-002		C & I, NVTA Regional		**U**	Sep-14	Aug-15	
TRAN	DPWES						**C**	Aug-15	Feb-17	

The contract amendment for full design and construction administration services was executed on 12/16/13. Design is in progress. Value Engineering evaluation was conducted on 7/14/14 through 7/18/14. The final design is scheduled to begin in mid-September 2014. Land acquisition completed with Phase I of the project. Funding application submitted to NVTA.

05061	PR	**Westpark Drive/Jones Branch Drive (TMSAMS)** Pedestrian intersection improvements	COUNTY	**Construction**	N/A	N/A	**D**	N/A	N/A	
							R	N/A	N/A	
					Developer		**U**	N/A	N/A	
PED/ BIKE	N/A						**C**	Jan-14	Nov-14	👎Δ

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Developer is constructing the project. New completion date is three months later than previous schedule.

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Project Status Report

Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00620	BR, SP	**Braddock Road/Route 123**	COUNTY	**Design**	4.250	1.808	**D**	Jun-10	Sep-14	👍Δ
		Interim improvements: Add dual left turn lanes on Route 123, add through lane and left turn lane on Roanoke River Road, extend turn lanes at Braddock Road and Route 123					**R**	Nov-13	Apr-14	☺Δ
			R12301A		C & I		**U**	Sep-14	Nov-14	
SEC	WPH						**C**	Oct-14	Dec-15	Δ
Final design in progress. Design completion advanced three months. Land acquisition completed four months ahead of schedule, and utility relocation schedule added. Construction completion adjusted five months to allow for a shut-down during the World Police and Fire Games.										
00645	BR, SP	**Burke Lake Road/Coffer Woods Road**	COUNTY	**ROW**	0.904	0.370	**D**	Aug-13	Apr-15	👍Δ
		Pedestrian intersection improvements and extend sidewalk 600 LF					**R**	Aug-14	Mar-15	👍Δ
			4YP301-PI02		2014 Bonds, C & I		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. C & I funds allocated to expedite design and land acquisition. Final design comments received and revising plans to address comments. NTP for land acquisition issued on 8/7/14. Land acquisition schedule adjusted due to additional time required to address plan comments. Design start and completion dates corrected.										
00652	SP	**Burke Road from Aplomado Drive to Parakeet Drive**	COUNTY	**Project Initiation**	7.000	7.000	**D**	TBD	TBD	
		Remove the sharp curve on Burke Road to improve safety, including new stream crossing, modifications to Heritage Square Drive alignment, and pedestrian and bicycle facilities					**R**	TBD	TBD	
					NVTA Local		**U**	TBD	TBD	
SEC	CL						**C**	TBD	TBD	
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in winter 2015.										
00652	SP	**Burke Road Lane Diet and On-Road Bike Lanes**	COUNTY	**Project Initiation**	0.040	0	**D**	TBD	TBD	
		Re-striping from Liberty Bell Court to Rolling Road VRE Park-and-Ride Lot, including bicycle signage and access improvements near Liberty Bell Court to improve safety and sight distance					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	AL						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Project scoping and initial coordination in progress. Project schedule will be coordinated with future VDOT repaving schedule.										

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Springfield District

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00777	SP	**Center Road Walkway from West Springfield High School to Garden Road** Construct walkway on south side of Center Road	COUNTY	**Project Initiation**	0.800	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Project scoping and initial coordination complete. Anticipate forwarding for design in fall 2014, if referendum passes.										
07735	SP	**Fair Lakes Boulevard Walkway from Stringfellow Road to Retail Center** Construct walkway on south side of Fair Lakes Boulevard	COUNTY	**Project Initiation**	0.600	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.										
00286	SP	**Fairfax County Parkway from Route 29 to Braddock Road** Add SB auxiliary lane	COUNTY	**Design**	2.100	1.000	**D**	Feb-11	Nov-14	👎Δ
							R	Jan-14	Mar-14	👍Δ
			4YP209		2007 Bonds		**U**	N/A	N/A	
PRI	SSS						**C**	Dec-14	Sep-15	Δ
Final design in progress. Fairfax County Stormwater Planning Division approved design on 8/25/14. Land acquisition advanced four months. Design schedule delayed three months, due to additional review and approval process required for proposed stormwater treatment devices. Construction schedule adjusted four months as a result.										
00286	DR, HM, LE, SP	**Fairfax County Parkway/Franconia-Springfield Parkway** Median Safety Improvements	VDOT	**Complete**	0.923	1.429	**D**	2012	Jun-13	☺
							R	N/A	N/A	
					HSIP		**U**	N/A	N/A	
PRI	KLM		101017, 104002				**C**	Jul-13	Jul-14	☺Δ
Construction completed five months ahead of schedule.										

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Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00640	MV, SP	**Gambrill Road/Pohick Road** Install right turn lane on SB Gambrill Road	COUNTY	**Construction**	1.075	0.500	**D**	Mar-10	Sep-13	☺
							R	Aug-12	Nov-12	☺
			RSPI01-00600		C & I		**U**	Jan-14	May-14	☺
SEC	SSS						**C**	Jan-14	Nov-14	👍

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Signal timing approval is underway. Construction NTP issued 2/18/14. Construction is 75% complete.

XXXXX	BR, SP	**George Mason University Transit Center** Construct transit center with up to 10 bus bays and amenities such as shelters and lighted kiosks	COUNTY	**Project Initiation**	1.000	1.000	**D**	TBD	TBD	
							R	TBD	TBD	
					2007 Bonds		**U**	TBD	TBD	
TRAN	WPH						**C**	TBD	TBD	

GMU will administer the project. Additional coordination internally and with GMU is ongoing. FCDOT received agreement in August 2014. FCDOT staff and Office of County Attorney are reviewing agreement, and Board approval will be required to transfer funds. Schedule will be set when agreement is executed, anticipated in early 2015.

XXXXX	BR, SP	**GMU West Campus Bypass** Roadway crossing Route 123 west to Braddock Road	GMU	**Construction**	15.000	15.000	**D**	Mar-12	Aug-12	☺
							R	N/A	N/A	
					State		**U**	Mar-13	Dec-14	👎Δ
SEC	WPH						**C**	Mar-13	Dec-14	👎Δ

Design-build project. Kelley Drive drainage improvement is being coordinated with VDOT and FCDOT. Construction in progress. Utility relocation delayed by seven months, due to major issues relocating a Verizon line. Construction completion adjusted accordingly with opening of Campus Drive anticipated on 12/15/14. Overall construction contract completion anticipated on 1/27/15.

00636	MV, SP	**Hooes Road/Newington Forest Ave** Intersection improvements and extend sidewalk	COUNTY	**Project Initiation**	0.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	CL						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2015.

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Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
06945	SP	**Hunter Village Drive Shoulder Widening** Add bicycle/pedestrian improvements from Old Keene Mill Road to Painted Daisy Drive	COUNTY	**Design**	1.600	0.800	**D**	Feb-10	Oct-14	👎Δ
							R	Nov-13	Aug-14	☺Δ
			PPTF01-03200		C & I		**U**	Oct-14	Dec-14	Δ
PED/ BIKE	VA						**C**	Nov-14	Jun-15	Δ

Part of the C&I Project Program endorsed by the BOS on 10/19/09. Land acquisition complete. Coordination with VDOT on traffic signal analysis is ongoing. Final plans in progress. Design and construction schedules adjusted two months, based on actual land acquisition completion date. Adjusted design, land acquisition, and utility relocation start dates.

I-66	PR, SP, SU	**I-66 Active Traffic Management** Improve safety and incident management along I-66 corridor from the D.C. line to Route 29 in Gainesville	VDOT	**Construction**	38.600	38.600	**D**	Apr-12	Jan-13	☺Δ
							R	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	SSS		98017				**C**	Jan-13	Feb-15	👍Δ

Design-build project currently under construction. Corrected design dates and construction start date which is design-build contract award.

I-66	PR, SP, SU	**I-66 from I-495 Capital Beltway to Route 15 in Haymarket** I-66 Tier 2 Draft Environmental Assessment (study only)	VDOT	**Study**	35.263	35.263	**D**	Jul-14	Dec-15	👍
							R	N/A	N/A	
							U	N/A	N/A	
INT	SSS		54911				**C**	N/A	N/A	

Scope includes a combination of concepts identified in the Tier 1: two Express lanes, three regular lanes, and rapid bus service in addition to other safety and operational improvements. It will evaluate site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation area, historic properties, wetlands, and streams. The proposed improvements will not preclude the addition of Metrorail, light rail, or bus rapid transit within the right-of-way on I-66 in the future. Design-build RFQ expected late 2014 with RFP in late 2015 or early 2016. Estimate starting construction in 2017.

00643	SP	**Lee Chapel Road Walkway from Britford Drive to Burke Lake Road** Construct walkway on the west side of Lee Chapel Road from Britford Drive to Burke Lake Road	COUNTY	**Project Initiation**	1.200	1.200	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.

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Springfield District

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00638	SP	**Rolling Road from Old Keene Mill Road to Franconia-Springfield Parkway** Widen Rolling Road from 2 to 4 lanes, including shared use path on west side and sidewalk on east side	VDOT	**Project Initiation**	4.115	2.501	**D**	TBD	TBD	
							R	TBD	TBD	
					Secondary, NVTA Regional		**U**	TBD	TBD	
SEC	TB		5559				**C**	TBD	TBD	
Previously funded for design only. Original Public Hearing held June 12, 2008. VDOT restarting project. Funded for PE only in VDOT Six Year Program. Funding agreement required to transfer project funds to VDOT. Funding application submitted to NVTA.										
00638	SP	**Rolling Road Loop Ramp** Additional lane on ramp from Rolling Road to NB Fairfax County Parkway	VDOT	**Construction**	14.000	14.000	**D**	Feb-12	Jan-14	☺Δ
							R	N/A	N/A	
					RSTP		**U**	Jun-13	TBD	👍Δ
SEC	TB		100391				**C**	Feb-14	May-16	👍Δ
Design-build project managed by VDOT. NTP issued to begin design and construction in February 2014. Corrected design completion date. Utility relocation completion changed to TBD. Construction start date advanced three months.										
00638	BR, SP	**Rolling Road VRE Parking Expansion Study** Study additional parking spaces at Rolling Road VRE Station	COUNTY	**Study**	1.000	1.000	**D**	Jul-13	Oct-14	👎Δ
							R	N/A	N/A	
			2G40-055-000		CMAQ		**U**	N/A	N/A	
SEC	JYR						**C**	N/A	N/A	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Evaluation of alternatives in progress. Briefing with district supervisor was held in late August. Long and short user demands to be investigated further. Additional bus service demands will also be investigated. Study completion date delayed two months as a result of staff changes within the consulting firm and additional analysis.										
00638	SP	**Rolling Road/Hunter Village Drive** New traffic signals including pedestrian signals and crosswalks	VDOT	**Complete**	0.400	0.400	**D**	Jan-13	Jun-13	☺
							R	Jun-13	Mar-14	☺
							U	TBD	TBD	
SEC	TB		103436				**C**	May-14	Jul-14	☺
Construction complete.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00028	SP, SU	**Route 28 from Old Centreville Road to Price William County Line at Bull Run** Widen Route 28 from 4 to 6 lanes	VDOT	**Project Initiation**	47.35	47.35	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
PRI	SLC						**C**	TBD	TBD	
Includes intersection improvements and pedestrian and bicycle facilities. VDOT looking at interim safety and access improvements south of county line. Anticipate starting scoping and initial coordination in winter 2015. Funding application submitted to NVTA.										
00029	SP	**Route 29 Bridge Replacement over Little Rocky Run** Replace bridge including approaches from Pickwick Road to Union Mill Road	VDOT	**Construction**	17.600	14.515	**D**	Jul-08	Jun-13	☺
							R	Sep-12	May-14	☺
					Federal, State		**U**	TBD	TBD	
PRI	JYR		77322				**C**	Jun-13	Oct-15	👍
Design-build project. Project is 60% complete.										
00029	BR, SP	**Route 29 from Federalist Way to Stevenson Street** Construct segments of a new shared-use path and provide connection to existing trail on the west side of Route 29	COUNTY	**Complete**	2.002	3.905	**D**	Nov-06	Dec-12	☺
							R	May-12	Dec-12	☺
			2G40-033-000		Revenue Sharing		**U**	Apr-12	Dec-12	☺
PRI	JYR		59094				**C**	May-13	Jun-14	☺Δ
Project complete. Construction completion schedule adjusted three months, due to weather and to address punch list items.										
00029	BR, SP, SU	**Route 29 from Legato Road to Shirley Gate Road** Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road	COUNTY	**Utilities**	14.140	14.207	**D**	Dec-08	Nov-14	👍
							R	Jul-13	Feb-14	☺
			4YP212-5G25-052-000		2007 Bonds, Revenue Sharing, C & I		**U**	Mar-14	Mar-15	👍Δ
PRI	JYR						**C**	Jan-15	Mar-16	
Utility relocation is in progress. Second pre-final design distributed to VDOT 4/22/14. Minor comments received from VDOT in August 2014 which are being addressed. Stormwater measures and analysis have been approved by county Stormwater Division and VDOT Drainage. TMP plans approved by VDOT on 5/27/14. Utility start date adjusted.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
00029	SP, SU	**Route 29 from Union Mill Road to Buckley's Gate Drive** Widen Route 29 from 4 to 6 lanes and provide pedestrian facilities on the north side of Route 29	VDOT	**Project Initiation**	32.700	25.000	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
PRI	MJG						**C**	TBD	TBD	
Completes widening of Route 29 from Shirley Gate Road to Centreville. Anticipate starting scoping and initial coordination in winter 2015. Funding application submitted to NVTA.										
05236	SP	**Shipplett Boulevard On-Road Bike Lanes** Provide on-road bike lanes on Shipplett Boulevard from Burke Lake Road to Old Keene Mill Road by reducing roadway lane width	COUNTY	**Project Initiation**	0.040	0.040	**D**	TBD	TBD	
							R	TBD	TBD	
					C & I		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	
No roadway widening is anticipated. Project scoping and initial coordination in progress. Anticipate completing scoping in fall 2014. To be completed in coordination with future VDOT repaving schedule.										
00600	MV, SP	**Silverbrook Road Walkway** Install 650 LF asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road	COUNTY	**Complete**	0.275	0.220	**D**	May-08	Mar-12	☺
							R	Feb-09	Feb-11	☺
			4YP201-PB020		2007 Bonds		**U**	N/A	N/A	
PED/ BIKE	WPH						**C**	May-12	Jun-14	☺
Construction complete.										
00645	SU, SP	**Stringfellow Road from Route 50 to Fair Lakes Boulevard** Widen to 4 lanes	VDOT	**Construction**	54.115	56.400	**D**	Jul-04	Dec-10	☺
							R	Apr-10	Jan-12	☺
			4YP017		2004 & 2007 Bonds, Revenue Sharing, C & I		**U**	Jul-09	Jul-15	👍
SEC	JYR		60864				**C**	Jul-12	Jul-15	👍
Major detour was in place by mid-December 2013. Work is in progress on Greenbriar Park and Conspan bridge. Construction is 57% complete.										

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Springfield District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00640	SP	**Sydenstricker Road Walkway** Install 1,350 LF asphalt sidewalk along the north side of Sydenstricker Road from Briarcliff Drive to Galgate Drive	COUNTY	**Bid Ad**	0.700	0.180	**D**	May-08	Aug-14	☺Δ
							R	Mar-13	Jun-14	☺Δ
			4YP201-PB021		2007 Bonds		**U**	Jun-14	Sep-14	
PED/ BIKE	WPH						**C**	Sep-14	Apr-15	Δ

Final design is complete. Land acquisition complete 6/18/14. Permit received on 8/25/14. Draft construction package sent to UDCD on 7/29/14. Design completion and construction start dates adjusted three months, based on land acquisition actual completion date, but the project completion date did not change.

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Project Status Report

Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00749	SU	**Ashburton Avenue Walkway**	COUNTY	**Construction**	0.725	0.476	**D**	May-08	Jun-13	☺
		Install 250 lf concrete sidewalk and stream crossing along the west side of Ashburton Avenue at Cedar Run					**R**	Apr-10	Aug-10	☺
			4YP201-PB022		2007 Bonds		**U**	Sep-11	Dec-12	☺
PED/ BIKE	WPH						**C**	Aug-13	Sept-14	👎Δ
Construction NTP issued 12/5/13, but actual start date was delayed due to weather conditions. Construction completion date adjusted three months as a result.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
XXXXX	SU	**Bobann Drive Bikeway**	COUNTY	**Complete**	1.400	1.400	**D**	Jul-11	Dec-13	☺
		Construct 5,000 LF of 10 ft wide asphalt trail from Wharton Lane to Stringfellow Road					**R**	N/A	N/A	
			PBFP01-00300		C & I		**U**	N/A	N/A	
PED/ BIKE	TB						**C**	Jan-14	Aug-14	☺Δ
Construction completed one month ahead of previously reported schedule.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00620	SU	**Braddock Road Walkway from Calbern Drive to Clubside Lane**	COUNTY	**Project Initiation**	0.350	0	**D**	TBD	TBD	
		Construct walkway on the south side of Braddock Road					**R**	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	GF						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00620	SU	**Braddock Road/Pleasant Valley Road Roundabout**	VDOT	**Construction**	4.000	4.07	**D**	Apr-13	Jun-14	☺
		Reconfigure intersection with a roundabout to reduce congestion and improve traffic flow					**R**	TBD	TBD	
					Loudoun County		**U**	TBD	TBD	
SEC	JYR		103318				**C**	Jul-14	May-16	👍
Design-build project. Fairfax County BOS approved "No Opposition" to the project in January 2014. CTB approval of contract in June 2014. NTP issued on 7/10/14.										

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Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00028	SU	**Centreville Road/Machen Road** Pedestrian intersection improvements	VDOT	**Project Initiation**	0.150	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14.
Project scoping and initial coordination in progress. Anticipate completing scoping in fall 2014.

I-66	SU	**I-66 @ Route 28 Interchange Improvements Phase 1** Modify interchange at I-66 and Route 28 to enhance safety and improve capacity	VDOT	**Design**	50.000	50.000	**D**	Jul-13	TBD	
							R	TBD	TBD	
							U	TBD	TBD	
INT	TB		103317				**C**	TBD	TBD	

Project has money allocated for Preliminary Engineering, Land Acquisition, and Construction. Project being implemented in three phases: 1A - relocation of EC Lawrence Park entrance to Stonecroft Boulevard with new overpass over Route 28 connecting to Poplar Tree Road, 1B - Braddock Road/Walney Road/Route 28 intersection improvements, and 2 - I-66/Route 28 interchange ramp improvements. CIM scheduled for spring 2015. Schedule being developed.

I-66	PR, SP, SU	**I-66 Active Traffic Management** Improve safety and incident management along I-66 corridor from the D.C. line to Route 29 in Gainesville	VDOT	**Construction**	38.600	38.600	**D**	Apr-12	Jan-13	☺Δ
							R	N/A	N/A	
					Federal		**U**	N/A	N/A	
INT	SSS		98017				**C**	Jan-13	Feb-15	👍Δ

Design-build project currently under construction. Corrected design dates and construction start date which is design-build contract award.

I-66	PR, SP, SU	**I-66 from I-495 Capital Beltway to Route 15 in Haymarket** I-66 Tier 2 Draft Environmental Assessment (study only)	VDOT	**Study**	35.263	35.263	**D**	Jul-14	Dec-15	👍
							R	N/A	N/A	
							U	N/A	N/A	
INT	SSS		54911				**C**	N/A	N/A	

Scope includes a combination of concepts identified in the Tier 1: two Express lanes, three regular lanes, and rapid bus service in addition to other safety and operational improvements. It will evaluate site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation area, historic properties, wetlands, and streams. The proposed improvements will not preclude the addition of Metrorail, light rail, or bus rapid transit within the right-of-way on I-66 in the future. Design-build RFQ expected late 2014 with RFP in late 2015 or early 2016. Estimate starting construction in 2017.

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Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
I-66	SU	**I-66/Route 28 Safety Improvements**	VDOT	**Complete**	1.383	1.383	**D**	Aug-10	Apr-13	☺
		Extend SB Route 28 left turn lanes onto EB I-66, access improvements					**R**	N/A	N/A	
					HSIP		**U**	N/A	N/A	
INT	TB		86333				**C**	Apr-13	Jul-14	☺
HSIP project managed by VDOT. Construction is complete.										
00661	SU	**Lee Road Culvert**	VDOT	**Construction**	4.200	4.200	**D**	Jun-10	Mar-13	☺
		Extend existing drainage structure and widen pavement from 500 feet south of culvert to Penrose Place					**R**	Mar-13	Dec-13	☺
					C & I, Proffers, RSTP		**U**	Mar-13	Dec-13	☺
SEC	WPH		92143				**C**	Feb-14	May-15	👍
Construction in progress. Broke ground in June 2014.										
00645	SU	**Lees Corner Road Trail**	COUNTY	**Construction**	1.415	0.415	**D**	Apr-10	May-14	☺Δ
		Add 900 LF trail from Lee Jackson Highway to Bokel Drive along west side					**R**	May-12	Aug-12	☺
			PPTF01-03300		C & I		**U**	Oct-14	Dec-14	Δ
PED/ BIKE	MJG						**C**	Jun-14	Apr-15	👍Δ
Part of the C&I Project Program endorsed by the BOS on 10/19/09. VDOT permit received 5/14/14. Construction package authorized 6/20/14. Design completed two months behind schedule due to a delay in receiving the VDOT permit. Construction completion adjusted four months as a result and to allow for completion of the pavement items in the spring. Corrected utility relocation schedule.										
00620	SU	**Pleasant Forest Trail**	VDOT	**Design**	0.600	0.600	**D**	Aug-14	TBD	👍
		Construct asphalt walkway on south side of Braddock Road from Pleasant Valley Road to Pleasant Forest Drive					**R**	N/A	N/A	
					C & I		**U**	TBD	TBD	
PED/ BIKE	JYR						**C**	TBD	May-16	
Project to be built in coordination with the Braddock Road/Pleasant Valley Road Roundabout project, VDOT project No. 103318. Survey is complete. Conceptual design is in progress. VDOT is developing a cost estimate and project schedule. County and VDOT are working on a funding agreement for design and construction.										

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Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00609	SU	**Pleasant Valley Road Walkway from North of Elklick Run to DVP Power Lines** Construct walkway on east side of Pleasant Valley Road	COUNTY	**Project Initiation**	3.800	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in summer 2017.										
00028	SP, SU	**Route 28 from Old Centreville Road to Price William County Line at Bull Run** Widen Route 28 from 4 to 6 lanes	VDOT	**Project Initiation**	47.35	47.35	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
PRI	SLC						**C**	TBD	TBD	
Includes intersection improvements and pedestrian and bicycle facilities. VDOT looking at interim safety and access improvements south of county line. Anticipate starting scoping and initial coordination in winter 2015. Funding application submitted to NVTA.										
00028	SU	**Route 28 Spot Improvements** Widen from 3 to 4 lanes southbound from Dulles Toll Road to Route 50 and northbound from Mclearen Road to Dulles Toll Road	VDOT	**Design**	55.357	10.782	**D**	Nov-09	TBD	👍
							R	TBD	TBD	
					Route 28 Tax District		**U**	TBD	TBD	
PRI	SLC		95637				**C**	TBD	TBD	
Funding provided from Route 28 Tax District Project Completion Fund to advance design which is 98% complete. Tax District Commission (TDC) voted in October 2012 to fund final design and construction of the Route 28 NB and SB bridge over the DTR. VDOT approved $5 million Transportation Partnership Opportunity Funds grant for NB bridge. NVTA has approved the projects for FY14. Prior to moving forward with Design/Build, a funding and project administration agreement must be signed. Anticipated execution late 2014.										
00029	BR, SP, SU	**Route 29 from Legato Road to Shirley Gate Road** Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road	COUNTY	**Utilities**	14.140	14.207	**D**	Dec-08	Nov-14	👍
							R	Jul-13	Feb-14	☺
			4YP212-5G25-052-000		2007 Bonds, Revenue Sharing, C & I		**U**	Mar-14	Mar-15	👍Δ
PRI	JYR						**C**	Jan-15	Mar-16	
Utility relocation is in progress. Second pre-final design distributed to VDOT 4/22/14. Minor comments received from VDOT in August 2014 which are being addressed. Stormwater measures and analysis have been approved by county Stormwater Division and VDOT Drainage. TMP plans approved by VDOT on 5/27/14. Utility start date adjusted.										

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Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Sully District

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00029	SP, SU	**Route 29 from Union Mill Road to Buckley's Gate Drive** Widen Route 29 from 4 to 6 lanes and provide pedestrian facilities on the north side of Route 29	VDOT	**Project Initiation**	32.700	25.000	**D**	TBD	TBD	
							R	TBD	TBD	
					NVTA Regional		**U**	TBD	TBD	
PRI	MJG						**C**	TBD	TBD	
Completes widening of Route 29 from Shirley Gate Road to Centreville. Anticipate starting scoping and initial coordination in winter 2015. Funding application submitted to NVTA.										
00029	SU	**Route 29 Trail (proffer)** Missing segments from Stringfellow Road to Prince William County Line	COUNTY	**Project Initiation**	0.334	0.334	**D**	TBD	TBD	
							R	TBD	TBD	
					Proffer		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. FCDOT investigating proffer to determine if project is feasible and if not, how much additional funding will be required. Proffer review completion anticipated in spring 2015.										
00050	SU	**Route 50 from Route 28 to Poland Road (Loudoun Co)** Widen to 6 lanes and provide pedestrian facilities	VDOT	**Construction**	94.912	94.912	**D**	2006	Jan-12	☺
							R	Nov-11	TBD	👍
					Primary, RSTP, Proffers		**U**	Jun-12	Nov-13	☺
PRI	WPH		68757				**C**	Mar-11	Nov-15	👍Δ
Design-build project. Construction is 74% complete. Construction completion date advanced one month. Three eastbound lanes are open to traffic for the length of the project.										
00050	SU	**Route 50 Trail from West Ox Road to East of Lee Road** Complete missing segments	COUNTY	**Project Initiation**	1.400	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.										

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

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Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency / FC Project No. / VDOT UPC No.	Overall Status	Total Proj Est (Mil $) / Fund Type	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
00050	SU	**Route 50/Sullyfield Circle/Centerview Drive** Pedestrian intersection improvements	VDOT	**Project Initiation**	0.200	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	WPH						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in fall 2014.

00750	SU	**Rugby Road Walkway from Misty Creek Lane to Alder Woods Drive** Construct walkway on west side of Rugby Road	COUNTY	**Project Initiation**	0.300	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	TBD						**C**	TBD	TBD	

Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2015.

08460	SU	**Stonecroft Boulevard Widening** Developer project to widen Stonecroft Boulevard to 6 lanes from Conference Center Drive to Westfields Boulevard (County responsible for 800-ft section in front of the Sully District Govt. Center)	COUNTY	**Construction**	0.650	0.500	**D**	Aug-05	TBD	
							R	Apr-07	Jan-08	☺
			009217		Developer		**U**	TBD	TBD	
SEC	DPWES						**C**	Nov-14	May-15	Δ

Construction agreement approved on 10/19/10, BOS meeting. Developer's county bond approved. Developer submitted bond package to VDOT for approval. Construction expected to begin in fall 2014. Project completion date adjusted nine months, due to delays in obtaining VSMP permit.

00645	SU, SP	**Stringfellow Road from Route 50 to Fair Lakes Boulevard** Widen to 4 lanes	VDOT	**Construction**	54.115	56.400	**D**	Jul-04	Dec-10	☺
							R	Apr-10	Jan-12	☺
			4YP017		2004 & 2007 Bonds, Revenue Sharing, C & I		**U**	Jul-09	Jul-15	👍
SEC	JYR		60864				**C**	Jul-12	Jul-15	👍

Major detour was in place by mid-December 2013. Work is in progress on Greenbriar Park and Conspan bridge. Construction is 57% complete.

Status Key: ☺ =Complete; 👍=OnSchedule; 👎=Behind Schedule; Δ =Change Since Previous Report; 🚩=Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Sully District

Route No. / Proj Type	District / FC DOT Staff	Project Name and Description	Lead Agency	Overall Status	Total Proj Est (Mil $)	Avail Funds (Mil $)	Phase	Start Date	End Date	Status
			FC Project No. / VDOT UPC No.		Fund Type					
XXXXX	SU	**Stringfellow Road Park-and-Ride Lot Expansion and Bus Transfer Facility** Construct an additional 300 spaces, 3 additional bus bays (total of 6), and a transit center facility with bicycle facilities	COUNTY	**Bid Ad**	6.100	6.100	**D**	Jun-10	Aug-14	☺Δ
							R	Nov-12	Oct-13	☺
			4YP217		2007 Bonds, C & I		**U**	TBD	TBD	
TRAN	SLC		90385				**C**	Sep-14	Sep-15	Δ

Park-and-ride expansion and bus transfer facility projects combined. Final design plans signed on 8/6/14. Design completion delayed by five months, due to issues concerning the future "Bus-Only" exit, proposed signal phasing, and pedestrian infrastructure at the park-and-ride lot. Construction schedule adjusted three months, due to the design issues and additional time required for review of license agreement. Final license agreement signed in July 2014.

03546	SU	**Twin Lakes Drive Bridge Rehabilitation over Johnny Moore Creek** Replace existing bridge with two-lane bridge	VDOT	**Construction**	1.446	1.446	**D**	Nov-09	Oct-13	☺
							R	Sep-12	Dec-13	☺
					Bridge		**U**	N/A	N/A	
SEC	MJG		87728				**C**	Dec-13	Sep-14	👍

Construction is substantially complete. The road and bridge opened to traffic on 8/29/14.

00657	SU	**Walney Road Widening and Bridge Replacement** Reconstruct bridge over Flatlick Branch, including approaches; Widen 0.4 miles south to Willard Road	VDOT	**Construction**	16.208	16.208	**D**	Jan-08	Dec-13	☺
							R	Aug-14	Nov-14	👍Δ
					Secondary, RSTP		**U**	Jan-15	TBD	Δ
SEC	AB		82214				**C**	Feb-14	Dec-15	👍

Design-build project. Board of Supervisors approved $1 million in RSTP funding to be transferred to this project. Land acquisition schedule updated to correct error in last report. Added utility relocation start date. Project completion date did not change.

00608	SU	**West Ox Road Trail** Missing segments from Penderbrook Road to Route 50	COUNTY	**Project Initiation**	1.000	0	**D**	TBD	TBD	
							R	TBD	TBD	
					2014 Bonds		**U**	TBD	TBD	
PED/ BIKE	VA						**C**	TBD	TBD	

Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Referendum is scheduled for 11/4/14. Anticipate starting scoping and initial coordination in winter 2016.

Status Key: ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concern

Phase Key: D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

County of Fairfax
Department of Transportation
4050 Legato Road, Suite 400
Fairfax, Virginia 22033
Phone: (703) 877-5600 TTY: 711 Fax: (703) 877-5723

Board Agenda Item
October 7, 2014

10:50 a.m.

Matters Presented by Board Members

Board Agenda Item
October 7, 2014

11:40 a.m.

CLOSED SESSION:

(a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).

(b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).

(c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, and consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel pursuant to Virginia Code § 2.2-3711(A) (7).

1. *In Re: November 20, 2013, Decision Of The Fairfax County Board of Zoning Appeals In BZA Appeal No. A-2013-SU-024*, Case No. CL-2013-0018953 (Fx. Co. Cir. Ct.) (Sully District)

2. *Commissioner of Highways of Virginia v. Second Holly Knoll Homeowners Association and The Board of Supervisors of Fairfax County, Virginia*, Case No. CL-2012-0018730 (Fx. Co. Cir. Ct.) (Dranesville District)

3. *Jonathan Clark and Carolyn Clark v. Fairfax County* (Fx. Co. Bd. of Building Code App.) (Mason District)

4. *Jonathan Clark and Carolyn Clark v. Fairfax County* (Fx. Co. Bd. of Zoning App.) (Mason District)

5. *Eileen M. McLane, Fairfax County Zoning Administrator v. Hillbrook Real Estate Holdings, LLC*, Case No. CL-2010-0013770 (Fx. Co. Cir. Ct.) (Mason District)

6. *Eileen M. McLane, Fairfax County Zoning Administrator v. Julio Moya*, Case No. CL-2009-0017993 (Fx. Co. Cir. Ct.) (Lee District)

7. *Leslie B. Johnson, Fairfax County Zoning Administrator v. James M. Shifflett, Sr., et al.*, Case No. CL-2009-0014727 (Fx. Co. Cir. Ct.) (Mount Vernon District)

8. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Ace Condos, LLC*, Case No. CL-2014-0011644 (Fx. Co. Cir. Ct.) (Sully District)

9. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Ramy A. Inocencio and Ivy K. Inocencio*, Case No. CL-2014-0011749 (Fx. Co. Cir. Ct.) (Mount Vernon District)

10. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Luis J. Palacios and Cristina Palacios*, Case No. CL-2014-0012055 (Fx. Co. Cir. Ct.) (Mason District)

11. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Silvia Flores*, Case No. CL-2014-0012186 (Fx. Co. Cir. Ct.) (Mount Vernon District)

12. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Nam Joon Kim*, Case No. CL-2014-0012187 (Fx. Co. Cir. Ct.) (Mason District)

13. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Patrick V. Ferree*, Case No. GV14-014523 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

14. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Yung Chi Yung*, Case No. GV14-013438 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

15. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Yung Chi Yung*, Case No. GV14-013439 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

16. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Jacinto Sanchez and Elyse Sanchez***,** Case No. GV14-015545 and GV14-015546 (Fx. Co. Gen. Dist. Ct.) (Braddock District)

17. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Barbara A. Rojas*, Case No. GV14-012406 (Fx. Co. Gen. Dist. Ct.) (Lee District)

18. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Robert L. Hoegle*, Case No. GV14-016983 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

19. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Michael A. Maestri and Diane R. Maestri*, Case No. GV14-017091 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

20. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Elizabeth S. Koon*, Civil Case No. GV14-015473 (Fx. Co. Gen. Dist. Ct.) (Sully District)

21. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Kevin Gaston Nunez a/k/a Leslie G. Nunez*, Case No. GV14-017092 (Fx. Co. Gen. Dist. Ct.) (Providence District)

22. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Amir H. Hosseini*, Case No. GV14-019361 (Fx. Co. Gen. Dist. Ct.) (Mason District)

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Board Agenda Item
October 7, 2014

4:00 p.m.

Public Hearing on a Proposed Zoning Ordinance Amendment Re: Food Trucks

ISSUE:
The proposed amendment is on the 2014 Priority 1 Zoning Ordinance Amendment Work Program and is in response to a Board of Supervisors' (Board) request to consider adopting provisions that would allow food trucks to locate in certain areas of the County subject to specific use limitations. The amendment was initiated in recognition of the increasing number and popularity of food trucks and would codify the existing practice of administratively reviewing food truck locations.

PLANNING COMMISSION RECOMMENDATION:
On September 10, 2014, the Planning Commission voted unanimously (Commissioners Flanagan, Litzenberger and Sargeant were absent from the meeting and Commissioner Murphy abstaining) to recommend to the Board approval of the Zoning Ordinance amendment regarding food trucks, as advertised, with a minimum threshold building size of 25,000 square feet, and an effective date of 12:01 a.m. on the day following adoption.

The Planning Commission also voted unanimously (Commissioners Flanagan, Litzenberger and Sargeant were absent from the meeting and Commissioner Murphy abstaining) to recommend that the Board direct staff to reconvene the food truck work group initiated by Chairman Bulova and Supervisor Smyth in one year following the adoption of the amendment to evaluate how well the process established by the amendment is working and to provide recommendations for possible changes.

RECOMMENDATION:
The County Executive concurs with the Planning Commission recommendation.

TIMING:
Board of Supervisors' authorization to advertise on June 17, 2014; Planning Commission public hearing on July 30, 2014; Deferred Planning Commission decision on September 10, 2014; Board of Supervisors public hearing on October 7, 2014 at 4:00 p.m.

Board Agenda Item
October 7, 2014

BACKGROUND:
The proposed amendment would add new provisions to recognize and regulate food trucks as a specific accessory use. Previously, a food truck was regulated as a free-standing fast food restaurant, which is a use that typically requires special exception approval from the Board. Given the increasing popularity of food trucks and the desire to accommodate the establishment of food truck locations, the Board requested staff in early 2013 to consider all issues associated with food trucks and to report back to the Board. On May 2, 2013, a Food Truck Work Group meeting with staff and food truck industry representatives was held to discuss how food trucks were regulated and what steps could be taken to regulate them in a fair and reasonable manner. As a result of the May 2, 2013, meeting, staff determined that food trucks could be permitted as accessory uses in commercial and industrial areas, subject to use limitations, and Zoning Administration staff has begun to issue approval letters to some food truck operators and private property owners as accessory uses. This process has the effect of creating many more opportunities for food truck locations, given that food trucks as accessory uses serve a principal use and, with appropriate limitations, do not create the same level of impacts associated with free-standing fast food restaurants. Specifically, the amendment:

(1) Defines a food truck as any readily movable mobile food service establishment, to include vehicles that are self-propelled, pushed or pulled to a specific location.

(2) Revises Sect. 2-510 to (a) permit food trucks as an accessory use in any commercial or industrial district, in the commercial portions of a P district, or at any construction site with an active building permit and on-going construction activity; (b) requires the submission of a one-time food truck location permit by property owners who wish to have food trucks on their property and annually by food truck operators; (c) requires that the Zoning Administrator approves such permits provided that use limitations including the location of the food truck, hours of operation, number of food trucks and property owner consent are met, and provided that such food truck is associated with a principal use consisting of a building with a minimum gross floor area which could range from a minimum of 25,000 square feet to a maximum of 35,000 square feet, or on a construction site with an active building permit and on-going construction activity.

(3) Notwithstanding the above, revises Sect. 2-510 to permit food trucks on County or Park Authority owned and controlled property or in conjunction with the approval of temporary special permit, provided that such food trucks comply with all applicable regulations, including the Health Department and the Department of Cable and Consumer Service requirements.

(4) Revises Sect 10-102 to add food trucks as a permitted accessory use and to clarify that food trucks are not permitted to be parked in residential districts.

(5) Establishes a $100 food truck permit application fee, which shall be issued to property owners on a one-time basis and to food truck vendors annually.

A more detailed discussion of the proposed amendment is set forth in the Staff Report enclosed as Attachment 2.

At the Planning Commission public hearing on July 30, 2014, there was discussion on a variety of issues, including the proposed minimum size of a building where a food truck could be located as an accessory use, the proposed food truck approval process, the overnight location of food trucks, and the food truck hours of operation. As a result, the Planning Commission deferred decision on the amendment to allow time to meet with industry to further address the issues raised at the public hearing. On September 4, 2014, a meeting was held with food truck industry representatives to discuss the issues of concern. On September 8, 2014, staff provided a written response to the various issues raised at the Planning Commission public hearing, and the response is enclosed as Attachment 2.

REGULATORY IMPACT:
The proposed amendment would facilitate the location of food trucks in the County by codifying an administrative process that allows food trucks to locate on certain properties subject to use limitations, in lieu of the food trucks being considered fast food restaurants requiring special exception approval from the Board in most instances. It is anticipated that there will be approximately 20 applications each year and the review and processing of the food truck applications can be done by using existing staff resources.

Requiring both the food truck operator and the property owner to apply for a food truck permit from the Zoning Administrator is intended to address the Department of Code Compliance (DCC) enforcement issues with food trucks that locate on property without permission of the property owner and have caused problems in some neighborhoods. Often food trucks move from one location to another, thereby making enforcement difficult. By issuing permits to both the property owner and the food truck operator, DCC has more enforcement tools to address community concerns relating to food trucks; both the food truck operator permit and the property owner permit can be revoked, or either party may be issued notices of violation for not obtaining permits.

FISCAL IMPACT:
The proposed $100 application fee is a nominal one-time expense to the property owner and, although it would be required to be paid annually by the food truck operator, the fee could be applied to multiple locations, provided that the property owner on any additional sites has obtained a food truck location permit for that site, the food truck operator has written consent from the property owner or authorized agent to operate on that site, and the food truck is operating in conformance with that approval. A food truck operator would continue to be required to pay $40 each year to the Health Department for a Food Establishment Permit and to pay $35 each year to the Department of Cable and Consumer Services for a solicitor's license. Given that 15 food trucks and 15 food truck locations were permitted in the last year, it is estimated that approximately $3,000 to $5,000 in application fees will be generated each year by the County and these fees will cover staff costs.

ENCLOSED DOCUMENTS:
Attachment 1 – Staff Report – also available online at:
http://www.fairfaxcounty.gov/dpz/zoningordinance/proposed/foodtrucks.pdf
Attachment 2 – September 8, 2014, Memorandum from Mavis Stanfield, Deputy Zoning Administrator, to the Planning Commission
Attachment 3 – Planning Commission Recommendation

STAFF:
Fred Selden, Director, Department of Planning and Zoning (DPZ)
Leslie B. Johnson, Zoning Administrator, DPZ
Mavis Stanfield, Deputy Zoning Administrator, DPZ

ATTACHMENT 1

FAIRFAX COUNTY

STAFF REPORT

V I R G I N I A

PROPOSED ZONING ORDINANCE AMENDMENT

Food Trucks

PUBLIC HEARING DATES

Planning Commission July 30, 2014 at 8:15 p.m.

Board of Supervisors October 7, 2014 at 4:00 p.m.

PREPARED BY
ZONING ADMINISTRATION DIVISION
DEPARTMENT OF PLANNING AND ZONING
703-324-1314

June 17, 2014

MES

Americans With Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

STAFF COMMENT

The proposed amendment is on the 2013 Priority 1 Zoning Ordinance Amendment Work Program and is in response to a Board of Supervisors' (Board) request to consider adopting provisions that would allow food trucks to locate in certain areas of the County with specific use limitations. The amendment was initiated in recognition of the increasing number and popularity of food trucks and would codify the existing practice of administratively reviewing food truck locations.

Current Zoning Ordinance Provisions

It had been a longstanding interpretation that food trucks were deemed to be fast food restaurants which are defined, in pertinent part, in Article 20 of the Zoning Ordinance as follows:

> FAST FOOD RESTAURANT: Any establishment, which provides as a principal use, the sale of food, frozen desserts, or beverages in ready-to-consume state for consumption either within the restaurant, within a motor vehicle parked on the premises, or off-premises...

Further, pursuant to Sect. 2-510 of the Zoning Ordinance, food sales from vehicles must be regulated as a commercial use, subject to all the regulations prescribed for the zoning district in which the use is conducted. Food trucks were considered freestanding fast food restaurants in that they were a stand-alone use not located in a building with other uses. Freestanding fast food restaurants are permitted by-right in P districts when shown on an approved development plan and are permitted in the C-5 through C-9 Commercial Districts and in the I-5 and I-6 Districts with special exception approval by the Board of Supervisors. Food trucks are also permitted, subject to use limitations, in the I-5 and I-6 Districts as an accessory service use.

Background

Given the increasing popularity of food trucks and the desire to accommodate the establishment of food truck locations, the Board requested staff on January 13, 2013 to consider all issues associated with food trucks and to report back to the Board in the spring of 2013. On May 2, 2013, the Chairman and Supervisor Smith hosted a Food Truck Work Group meeting with staff from the Department of Planning and Zoning (DPZ), the Department of Tax Administration, Office of the County Attorney, the Department of Cable and Consumer Services, the Police Department, and the Health Department, along with industry representatives, to discuss how food trucks were regulated and what steps could be taken to regulate them in a fair and reasonable manner.

Prior to this meeting, Zoning Administration staff noted an increase in requests for food truck locations, as the Department of Cable and Consumer Services Regulation and Licensing Branch began requiring zoning approval prior to issuance of a Solicitor's License to food truck operators. The Solicitor's License is issued annually and provides a record of individuals selling products and services from temporary locations, including food sales from food trucks. It is noted that the Health Department also issues an annual permit to food trucks, to ensure proper food handling and service however their approval is independent of both zoning review and the Solicitor's License.

As a result of the May 2, 2013 meeting, staff determined that food trucks could be permitted as accessory uses in commercial and industrial areas, subject to certain use limitations, and began preparing a draft Zoning Ordinance amendment to codify this process. The proposed food truck amendment was discussed with the Board's Development Process Committee on October 22, 2013 and with the Food Truck Work Group on November 15, 2013. Since May 2, 2013, thirteen food truck operators have been approved as accessory uses to commercial property or at construction locations, subject to conditions that are intended to provide safe pedestrian access to the trucks and with limited hours of operation, among other things. DPZ staff has also met with industry representatives and other agency staff since the last Work Group meeting to address various issues regarding the proposed amendment.

Proposed Amendment

The proposed amendment adds a new food truck use to be defined in Article 20 as "any readily movable mobile food service establishment, to include vehicles that are self-propelled, pushed or pulled to a specific location". Food trucks would be permitted as an accessory use, subject to limitations, in any commercial or industrial district, in the commercial areas of a P district, or at any construction site with an active building permit and on-going construction activity. The food truck use limitations would be added to Sect. 2-510 of the Zoning Ordinance. In order to clearly distinguish between a food truck and a fast food restaurant, the fast food restaurant definition would be revised to clarify that a food truck that does not comply with Sect. 2-510 would be deemed a fast food restaurant and, therefore, subject to all requirements for a freestanding fast food restaurant.

The owner of property on which a food truck is to be located would be required to file a food truck application with the Zoning Administrator. A plan showing the layout of the property, including buildings, travel lanes, exits/entrances and parking spaces, and the proposed food truck location would be submitted as part of the application process to ensure safe access and adequate traffic circulation. Approval of food truck locations and operations would be subject to use limitations, including the specific locations where food trucks could be permitted. The amendment also proposes a one-time $100 application fee per location for permits issued to the property owner to cover staff processing costs. Food truck operators would also be required to obtain a food truck permit with an application fee of $100 on an annual basis, but only for the first location they identify. Given the transient nature of the food truck industry and that Department of Cable and Consumer Affairs requires food truck operators to obtain a new Solicitor's license each year requiring "sign off" from zoning, staff is recommending that the food truck operator be required to obtain a new food truck operation permit from the Zoning Administrator each year. If a food truck operator has received a food truck permit to operate at a location and that food truck operator wishes to locate at an additional property, they would only need to ensure the property owner has zoning approval for a food truck and obtain written consent from the owner to operate on his property. The food truck operator would not be required to obtain an additional food truck permit for the new location. This is recommended in recognition that a food truck typically locates on different sites on different days and to avoid multiple application fees for multiple locations, a concern raised by the food truck industry representatives. The proposed $100 fee along with the annual $40 Health Department fee for a Food Establishment Permit and the annual $35 Department of Cable and Consumer Services fee for a Solicitor's license is still less than the fee charged in Arlington County which has an annual

$500 "Vendor's Tag" fee and in the District of Columbia where food truck application fees range from $476 to $1200 for two years.

Requiring both the food truck operator and the property owner to apply for a food truck permit from the Zoning Administrator is intended to address the Department of Code Compliance (DCC) enforcement issues with food trucks that locate on property without permission of the property owner and have caused problems in some neighborhoods. Often food trucks move from one location to another, thereby making enforcement difficult. By issuing permits to both the property owner and the food truck operator, DCC has more enforcement tools to address community concerns relating to food trucks; both the food truck operator permit and the property owner permit can be revoked, or either party may be issued notices of violation for not obtaining permits.

Sect. 2-510 contains the following proposed food truck limitations:

Property Owner Consent.

As discussed above, the property owner must obtain a food truck permit from the Zoning Administrator in order to allow any food truck to locate on their property. In addition, a food truck operator must obtain a food truck permit from the Zoning Administrator to operate their food truck and the food truck operator must have the owner's consent from each property where they wish to operate their food truck. Therefore, the amendment requires that the food truck operator provide a letter of consent from the property owner in conjunction with the food truck operator's application. Property owner consent is a standard requirement for other jurisdictions and for other types of zoning applications within Fairfax County.

A minimum of 30,000 square feet of commercial space.

As proposed, food trucks would only be permitted as an accessory use in conjunction with a principal use containing at least 30,000 square feet of gross floor area. A food truck cannot be a principal use on a lot. The 30,000 square foot minimum requirement is intended to provide a threshold for defining the use as accessory. An accessory use, as defined in the Zoning Ordinance, "is clearly subordinate to, customarily found in association with, and serves a principal use; and is subordinate in purpose, area or extent to the principal use served; and contributes to the comfort, convenience or necessity of the occupants, business enterprise or industrial operation within the principal use served." The intent of regulating food trucks as accessory uses is to provide food options on-site where employees or customers associated with the principal use may otherwise need to drive to other locations for food. The opportunity to have food trucks not only affords mealtime options but also creates less traffic and the impacts associated with additional vehicles traveling on the roads.

The Zoning Ordinance currently requires a minimum of 30,000 square feet of gross floor area of commercial space to establish an office park. Therefore, it was determined that 30,000 square feet was an appropriate minimum threshold for a food truck to be considered an accessory use in an office park or other commercial or industrial enterprise. It has been suggested by some food truck representatives that a lower threshold number may be more reasonable given the number of commercial buildings that are less than 30,000 square feet and that a food truck operator may wish to locate at such a site. Alternatively, the Board may wish to increase the minimum threshold

beyond the 30,000 square foot limitation. Therefore, in order to provide the Board flexibility in considering this use limitation, staff is recommending that the amendment be advertised with a range of 25,000 to 35,000 square feet and the Board could adopt any number within that range.

Operational Limitations.

The maximum number of food trucks permitted at any one time at any location would be three, and the maximum time each day a food truck could operate at any one location would be four hours, including setup and take down. The proposed four hour timeframe is consistent with the recommendations of the National League of Cities, which published a report on food trucks in 2013. The maximum of three food trucks at any one time at any location is consistent with the accessory use definition and is intended to avoid creating a "food court" principal use. In addition, the vicinity around the food truck must be kept clean and free of debris and trash receptacles must be provided. The operational limitations are intended to minimize the impacts of the food truck on the property where it is located and on the surrounding properties, and to ensure that the food truck is serving the principal use on the property. It is noted that the amendment does not specifically address seating, which is not typically provided by food truck vendors. It is anticipated that the only seating associated with food trucks would be provided by the property owner at their discretion.

Location.

As previously discussed, food trucks would be permitted as an accessory use on commercial or industrial properties containing a principal use of at least 30,000 square feet of gross floor area, or on a construction site with an active building permit and on-going construction activity. Food trucks must also be located entirely on private property and not within road right-of-way. In addition, food trucks cannot be located in any fire lane, travel lane, entrance/exit or any required parking space. Furthermore, food trucks must be located on a level, paved or gravel surface with safe pedestrian access. The intent behind the location limitations is to ensure that a food truck is an accessory use that serves a principal use and does not adversely impact on-site circulation or cause safety hazards, such as blocked entrances or fire lanes. In addition, parking will be reviewed to ensure that adequate parking is available and that the proposed food truck will not take parking spaces that are required to serve other existing uses on the site.

Proffered/Development Conditions.

All food trucks must be in substantial conformance with any proffered condition, development plan, special permit or special exception approvals. If any zoning approval precludes a freestanding accessory use, prohibits a food truck, or otherwise regulates food trucks, including but not limited to the location, hours of operation and/or number of food trucks, the zoning approval would govern that aspect of the food truck location. Unless otherwise specified in any zoning approval, all provisions of Sect. 2-510 would apply to any food truck location. There are certain areas of the County, such as Tysons, where there will be large concentrations of people due to proximity to employment centers and Metrorail stations and it may be desirable to modify any or all of the proposed food truck limitations in such locations. The proposed language would allow such flexibility in conjunction with the approval of proffered conditions, development plans, special permits or special exceptions.

Revocation.

Any food truck permit would be revocable by the Zoning Administrator because of failure of the property owner and/or the food truck operator to comply with any of the provisions of Sect. 2-510.

Other Food Truck Locations.

In addition, certain short term special events, such as fairs, carnivals or grand openings, typically require temporary special permit (TSP) approval from the Zoning Administrator, and these events commonly include food trucks. Under this amendment, a food truck could still be approved in conjunction with a TSP. In addition, food trucks may be allowed on county owned property as part of events and activities taking place on those properties. The Park Authority is allowing food trucks to locate within some public parks, subject to limitations by the Park Authority. Therefore, the amendment would also allow food trucks to locate on County or Park Authority owned and controlled property or in conjunction with the approval of a temporary special permit, provided that such food truck complies with all applicable regulations, including the Health Department and the Department of Cable and Consumer Services requirements.

Prohibition of Food Trucks on Residential Property.

As defined by the Zoning Ordinance, a food truck is a commercial vehicle. Under Sect. 10-102 of the Zoning Ordinance, one commercial vehicle per dwelling unit is permitted in any residential district, provided that the commercial vehicle is owned or operated by the occupant of the dwelling unit at which it is parked. Furthermore, certain specific types of vehicles are prohibited, including but not limited to, trash trucks, construction equipment, dump trucks, and tractor trailers. Given that food trucks are not customarily found in residential areas, are specifically prohibited to be parked on a residential dwelling lot under the Health Code, and could change the character of a neighborhood, staff is recommending that food trucks be added to the list of commercial vehicles that are specifically prohibited on a residential dwelling lot.

Conclusion

The proposed amendment codifies the existing practice of regulating food trucks as an accessory use to the principal commercial use on a lot, and allows food trucks to locate in primarily non-residential areas of the county with use limitations that ensure safety of individual patrons of the food truck, while affording the community the opportunity to enjoy a variety of food choices. The amendment provides a process for food truck operators and private property owners to obtain food truck permits. The amendment also recognizes that food trucks may be located in other areas of the County where County agencies or specific legislative actions permit them. Therefore, staff recommends approval of the proposed amendment with an effective date of 12:01 a.m. on the day following adoption.

PROPOSED AMENDMENT

This proposed Zoning Ordinance amendment is based on the Zoning Ordinance in effect as of June 17, 2014 and there may be other proposed amendments which may affect some of the numbering, order or text arrangement of the paragraphs or sections set forth in this amendment, which other amendments may be adopted prior to action on this amendment. In such event, any necessary renumbering or editorial revisions caused by the adoption of any Zoning Ordinance amendments by the Board of Supervisors prior to the date of adoption of this amendment will be administratively incorporated by the Clerk in the printed version of this amendment following Board adoption.

Amend Article 20, Ordinance Structure, Interpretations and Definitions, Part 3, Definitions, by adding a new FOOD TRUCK definition in its proper alphabetical sequence and modifying the FAST FOOD RESTAURANT definition to read as follows:

FOOD TRUCK: Any readily movable mobile food service establishment, to include vehicles that are self-propelled, pushed or pulled to a specific location.

FAST FOOD RESTAURANT: Any establishment, which provides as a principal use, the sale of food, frozen desserts, or beverages in ready-to-consume state for consumption either within the restaurant, within a motor vehicle parked on the premises, or off-premises, and whose design or principal method of operation included one or more of the following characteristics:

1. Food, frozen desserts, or beverages are served in edible containers or in paper, plastic or other disposable containers. Eating utensils, if provided, are disposable.

2. Food, frozen desserts, or beverages are usually served over a general service counter for the customer to carry to a seating facility within the restaurant, to a motor vehicle or off-premises. If consumed on premises, customers generally are expected to clear their own tables and dispose of their trash.

3. Forty-five (45) percent or more of the gross floor area of the establishment is devoted to food preparation, storage and related activities which space is not accessible to the general public.

4. Food, frozen desserts, or beverages are served to the occupants of motor vehicles while seated therein, such as through a drive-in window.

For the purposes of this Ordinance, a fast food restaurant shall not be deemed an eating establishment. A FOOD TRUCK that does not comply with the provisions set forth in Sect. 2-510 shall be deemed a fast food restaurant.

Amend Article 2, General Regulations, Part 5, Qualifying Use, Structure Regulations, Sect. 2-510, Sales From Vehicles, to read as follows:

1. The sale or offering for sale of goods or services from any vehicle shall be deemed to be a commercial use ~~and~~. Food trucks shall be subject to Paragraph 2 through 4 below. All other sale of goods or services from any vehicle shall be subject to all the regulations prescribed for the zoning district in which the same is conducted, but this regulation shall not be deemed to prohibit any vending from vehicles on public streets that is not otherwise prohibited by law.

2. Food trucks shall be permitted as an accessory use in any industrial or commercial district, in the commercial areas of a P district, or on any construction site with an active building permit and on-going construction activity, subject to compliance with the provisions of this section. Any food truck shall be in substantial conformance with any proffered condition, development plan, special permit or special exception approval. If any proffered condition, development plan, special permit or special exception approval specifically precludes food trucks or otherwise regulates food trucks, including but not limited to the location, hours of operation and/or number of food trucks, the zoning approval shall govern that aspect of the food truck location or operation in lieu of the following provisions. Unless otherwise specified in any zoning approval, all provisions of this section shall apply to any food truck location. Food trucks may be operated from an approved location, subject to compliance with the standards set forth in Par. 3 below, and the following:

   A. The owner of property on which a food truck may be located shall file a food truck location permit application with the Zoning Administrator on forms furnished by the County.

   B. Each year, the owner and/or operator of any food truck doing business in the County shall file a food truck operation application with the Zoning Administrator on forms furnished by the County. Such permit application shall be accompanied by the written consent of the private property owner or authorized agent authorizing the food truck to be located on their approved food truck location and by a copy of the property owner's food truck location permit. If a food truck operates on more than one (1) site, only one (1) food truck operation application shall be required to be obtained from the Zoning Administrator for such food truck, provided that the property owner on any additional sites has obtained a food truck location permit for that site, the food truck operator has written consent from the property owner or authorized agent to operate on that site, and the food truck is operating in conformance with that approval. The operation of any food truck shall also be subject to all Health Department and Department of Cable and Consumer Services permits/licenses.

   C. Each food truck location and food truck operation permit application shall be accompanied by a filing fee of $100 made payable to the County of Fairfax. Upon the finding that the application complies with the standards set forth in Par. 3 below, the Zoning Administrator shall approve the permit application, setting forth conditions that protect the public health, safety and welfare and adequately protect adjoining properties from any adverse impacts of the food truck, which may include, but are not limited to, hours of operation, location, parking, vehicular access, and safety requirements.

D. Any food truck location permit or food truck operation permit shall be revocable by the Zoning Administrator because of the failure of the property owner and/or the food truck operator to comply with any of the provisions of this section.

3. In addition to Par. 2 above, food trucks shall be located and operated in compliance with the following standards:

A. Food trucks shall be located on private property with the written consent of the property owner or authorized agent holding an approved food truck location permit.

B. Food trucks shall only be permitted in conjunction with a principal use consisting of a minimum of **30,000** square feet of gross floor area or on a construction site with an active building permit and on-going construction activity. ***[The advertised range is 25,000 to 35,000 sq. ft.]***

C. Food trucks shall operate for a maximum of four (4) hours in any one (1) day at any one (1) location, including set-up and break-down.

D. A maximum of three (3) food trucks shall be permitted at any one (1) location at the same time, provided that additional food trucks may be permitted in conjunction with temporary special permits or other special events regulated by any proffered condition, development condition, special permit or special exception.

E. Food trucks shall not be located in any fire lane, travel lane, entrance/exit or any required parking space.

F. Food trucks shall be located on a level, paved, or gravel surface with safe pedestrian access. The vicinity around the food truck shall be kept clean and free of debris. Trash receptacles shall be provided.

4. Notwithstanding Paragraphs 2 and 3 above, food trucks may also be permitted on County or Park Authority owned and controlled property or in conjunction with the approval of a temporary special permit, provided that such food trucks comply with all applicable regulations, including the Health Department and the Department of Cable and Consumer Services requirements.

Amend Article 10, Accessory Uses, Accessory Service Uses and Home Occupations, Part 1, Accessory Uses and Structures, as follows:

- **Amend Sect. 10-102, Permitted Accessory Uses, by placing Par. 32 into its appropriate alphabetical sequence as a new Par. 5, adding a new Par. 9, renumbering the subsequent paragraphs accordingly, and modifying new Par. 18 to read as follows:**

Accessory uses and structures shall include, but are not limited to, the following uses and

structures; provided that such use or structure shall be in accordance with the definition of Accessory Use contained in Article 20:

~~3~~25. Child care centers for occasional care, only when located with the main structure of a regional or super-regional shopping center, and subject to the applicable provisions of Chapter 30 of the County Code and Title 63.2, Chapter 17 of the Code of Virginia.

9. Food trucks, as regulated by Sect. 2-510.

~~16~~18. Parking of one (1) commercial vehicle per dwelling unit in an R district subject to the following limitations:

A. No food truck, solid waste collection vehicle, tractor and/or trailer of a tractor-trailer, dump truck, construction equipment, cement-mixer truck, wrecker with a gross weight of 12,000 pounds or more, or similar such vehicles or equipment shall be parked in any R district.

B. Any commercial vehicle parked in an R district shall be owned and/or operated only by the occupant of the dwelling unit at which it is parked.

- **Amend Sect. 10-104, Location Regulations, by revising Par. 8 to read as follows:**

8. Wayside stands shall be located in accordance with the provisions of Par. ~~30~~ 32 of Sect. 102 above.

Amend Article 18, Administration, Amendments, Violations and Penalties, Part 1, Administration, Sect. 18-106, Application and Zoning Compliance Letter Fees, by modifying Par. 5 to read as follows:

All appeals and applications as provided for in this Ordinance and requests for zoning compliance letters shall be accompanied by a filing fee in the amount to be determined by the following paragraphs unless otherwise waived by the Board for good cause shown; except that no fee shall be required where the applicant is the County of Fairfax or any agency, authority, commission or other body specifically created by the County, State or Federal Government. All fees shall be made payable to the County of Fairfax. Receipts therefore shall be issued in duplicate, one (1) copy of which receipt shall be maintained on file with the Department of Planning and Zoning.

5. Fees for food trucks, home occupations, sign permits and site plans shall be as specified in Articles 2, 10, 12 and 17, respectively.

County of Fairfax, Virginia

MEMORANDUM

DATE: September 8, 2014 **REVISED**

TO: Fairfax County Planning Commission

FROM: Mavis Stanfield
Deputy Zoning Administrator

SUBJECT: **Proposed Food Truck Zoning Ordinance Amendment**
Planning Commission Decision Scheduled for September 10, 2014

This memorandum replaces an earlier version to correct the date of publication only. On July 30, 2014, the Planning Commission held a public hearing on the proposed Food Truck Zoning Ordinance Amendment. .At the conclusion of the public hearing, the Planning Commission deferred decision on the proposed amendment until September 10, 2014, to allow time for staff and industry representatives to meet and discuss a number of the issues raised at the public hearing and in the August 18, 2014, correspondence the Planning Commission received from the DC, Maryland and Virginia Food Truck Association (DMVFTA). Staff met with industry representatives on September 4, 2014 to further identify existing concerns and possibilities for future amendments to facilitate food truck locations in Fairfax County. This memorandum will address those issues as well as other comments raised at the public hearing.

30,000 Square Foot Minimum Building Size Requirement

One of the primary issues raised at the public hearing and in subsequent written testimony is an objection to the proposed 30,000 minimum square footage requirement for buildings where food trucks may be located. It is staff's position that a minimum principal building size requirement is necessary in order to ensure that the food truck primarily serves the occupants and customers of the principal structure and therefore be deemed an accessory use to the principal structure. The Zoning Ordinance currently requires a minimum of 30,000 square feet of gross floor area of commercial space to establish an office park. Therefore, it was determined that 30,000 square feet was an appropriate minimum threshold for a food truck to be considered as an accessory use in an office park or other commercial or industrial enterprise. Testimony provided by DMVFTA noted that no other jurisdiction has such a requirement and that such a minimum threshold would significantly limit the locations where a food truck could operate.

In preparing the proposed Zoning Ordinance Amendment, staff evaluated a number of proposed food truck locations on property with buildings ranging in size from 3,800 to 18,261 square feet. Staff found that food trucks located at properties with small buildings were often constrained by the limited space available that was not already utilized for required parking or travel aisles that

Department of Planning and Zoning
Zoning Administration Division
Ordinance Administration Branch
12055 Government Center Parkway, Suite 807
Fairfax, Virginia 22035-5505
Phone 703-324-1314 FAX 703-803-6372
www.fairfaxcounty.gov/dpz

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significantly impacted the on-site circulation. In addition, on a site that has limited area for on site vehicular circulation, there is the potential that traffic generated by the food truck could adversely impact adjoining streets and driveways. In other locations, due to either the small size of the lot and/or building which often served a single commercial enterprise, the food trucks rather than the principal use generated the bulk of traffic on the site. By definition an accessory use must be "subordinate in purpose, area or extent to the principal use served; and (that the accessory use) contributes to the comfort, convenience or necessity of the occupants, business enterprise or industrial operation with the principal use served." When the food truck is the primary generator of traffic to the site, it ceases to be an accessory use and instead becomes a principal use. While the amendment does not preclude food trucks from selling food to patrons who do not occupy the building where they are located, the primary source of customers should be generated from the principal use.

Another point raised was the fact that a similar regulation regarding the size of the building where a food truck could locate was not found in other jurisdictions. In most other jurisdictions vending occurs from the public roadway; therefore there is no need for a minimum building size. However, in Fairfax County the streets are largely owned and maintained by the Virginia Department of Transportation and vending from the roadway is not permitted. Staff believes requiring a minimum building size is an appropriate measure to ensure that the food truck is truly accessory to the principal use it is serving.

Approval Process

Both verbal and written testimony provided by industry representatives refers to an "overly burdensome approval process" for both the food truck operators and property owners that will serve as a deterrent to food trucks operating on private property. It is noted that the approval process and information required to be submitted as set forth in the proposed amendment was based on the current approval process set forth in the Zoning Ordinance for issuance of Temporary Special Permits (TSPs), which is also an administrative approval process. TSPs are routinely issued to Non-Profit groups for activities such as festivals, fairs, and sale of seasonal items such as fireworks, pumpkins and Christmas trees. All require the submission of an application and supporting documentation to include property owner's consent, the submission of a site layout plan showing where the event will take place on the site, how on-site circulation will be addressed and where parking will be provided among other site features, as well as the submission of an application fee.

The proposed approval process would require the food truck operator to obtain a food truck operations permit each year, and if a food truck operates on more than one site, only one food truck operations permit would be required for that truck. Thereafter, the food truck operator would only need written permission from the property owner for additional locations and this information would not need to be submitted to the County. In the event of a complaint, if there is any question whether a food truck is permitted on a property, the food truck operator would be responsible for providing that information to the requesting party. The property owner would only be required to submit a food truck application one time, unless there is a proposed change to

the conditions of approval with respect to the location or number of trucks, or the hours of operation.

Tysons and Special Exception Uses

At the public hearing it was suggested that Tysons and other urban areas of the County may be ideal locations for food trucks to operate. A question was also raised as to whether a car dealership would be an appropriate location for a food truck. Tysons and most of the mixed use areas in the County are located in P districts and/or subject to proffered conditions. Furthermore, car dealerships require special exception approval and typically are subject to development conditions. The location of any food truck on a property must be in substantial conformance with any proffered condition, development plan, special permit or special exception approval. If any of those approvals specifically precludes food trucks or otherwise regulates food trucks, including but not limited to the hours of operation and/or number of food trucks, the zoning approval would govern that aspect of the food truck location or operation in lieu of the proposed food truck provisions. Therefore, a food truck could potentially locate on a car dealership site without any additional special exception approval, provided that it was determined that such food truck would be in substantial conformance with the approved special exception and the food truck met the requirements of the proposed amendment.

Hours of Operation and Maximum Number of Food Trucks

As part of the approval process, the maximum number of food trucks on the site at any one time and the hours of operation would be specified. Under the proposed amendment, a maximum of 3 food trucks could be permitted at any one location at any one time and such trucks could operate for a maximum of 4 hours in any one day at any one location, including set-up and break-down. For example, if the approval is for 11:00 a.m. to 3:00 p.m., no food truck could locate on the property outside of those specified hours, even if multiple trucks were approved for that site. A property owner would not be permitted to have one truck for 4 hours, followed by another truck for an additional 4 hours, and so on. In conclusion, at no time shall the number of food trucks exceed the approved number of trucks permitted on site at any one time (maximum of 3) or shall any food trucks operate outside of the approved hours (maximum of 4).

Overnight Storage

Concerns were raised regarding the overnight parking of food trucks within residential neighborhoods and there was a recommendation that the food truck operator be required to specify their overnight locations when applying for a food truck operator permit. Although the proposed amendment does not regulate the overnight storage of food trucks, it specifically prohibits the parking of food trucks in residential districts. It is also noted that the Health Department requires that food trucks, including smaller push-cart vehicles, to have access to a commercial kitchen. Therefore, both the proposed Zoning Ordinance amendment and the Health Department regulations would not allow the overnight storage of food trucks on residential property.

Staff continues to recommend approval of the proposed amendment as advertised. Staff will be available at the September 10, 2014 meeting to answer any questions or to elaborate on the staff recommendation.

cc: Fred Selden, Director, Department of Planning and Zoning (DPZ)
Leslie B. Johnson, Zoning Administrator, DPZ
Jill G. Cooper, Director, Fairfax County Planning Commission
Laura S. Gori, Office of the County Attorney

Planning Commission Meeting
September 10, 2014
Verbatim Excerpt

ATTACHMENT 3

ZONING ORDINANCE AMENDMENT (FOOD TRUCKS)

Decision Only During Commission Matters
(Public Hearing held on July 30, 2014)

Commissioner Hedetniemi: Mr. Chairman, members of the Planning Commission, last Thursday, staff and I met with representatives from the food truck industry in response to their written testimony provided, subsequent to our public hearing for this amendment on July 30th. Attending that meeting were Supervisor Linda Smyth, Planning Commissioner Ken Lawrence, and Clayton Medford from Chairman Bulova's office. While the food truck industry appreciates the steps County staff has taken to accommodate food trucks within Fairfax County, there still is concern on the part of the industry that the proposed amendment would limit locations for food trucks. There also is concern on the part of the industry representatives regarding changes to the proposed minimum building size threshold. I would like especially to note, however, that a positive point from that meeting was the success that food trucks have experienced in Reston. I've encouraged the food truck industry to more aggressively advocate for themselves so that others know how successful they have been in Reston. And also at the meeting, we urged the industry to work closely with property owners to identify appropriate sites for the location of food trucks. I want to remind you that the current Zoning Ordinance regulates food trucks as fast food restaurants, which would, in most cases, require Special Exception approval. With this amendment, we have moved significantly in the right direction to accommodate and encourage food trucks in Fairfax County. Therefore, Mr. Chairman, I will be making a motion to approve this amendment as advertised, but with a minimum threshold of 25,000 square feet for the size of a building where food trucks may locate by-right. This is a lower number in the advertised range of 25,000 to 35,000 square feet and is less than the staff recommended 30,000 square feet. The industry, however, would prefer that there to be no minimum square foot threshold at all. Therefore, some industry concerns remain with these proposed regulations, but we have to work within the scope of advertising and re-advertising is required to address the majority of concerns noted in the industry letter. I believe that staff has addressed many of the questions raised by the industry and has further clarified and simplified the approval process and I refer you to the memorandum we received from Ms. Stanfield dated September 8, 2014. It is my opinion that the food truck industry will be best served with the adoption of this amendment at this time, as it facilitates the location of food trucks within the County. Adoption, however, should come with recognition that the provisions could be changed in the future if they are found to not be working or as encouraging for the industry as we would like them to be. Lastly, I intend to add a follow-on motion to the Board to request that they reconvene the food truck work group in a year to evaluate the process and to determine if any changes to the food truck regulations are necessary. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF THE PROPOSED FOOD TRUCK ZONING ORDINANCE AMENDMENT, AS ADVERTISED, WITH A MINIMUM BUILDING SIZE THRESHOLD OF 25,000 SQUARE FEET, WITH AN EFFECTIVE DATE OF 12:01 A.M ON THE DAY FOLLOWING ADOPTION.

Commissioner Lawrence: Second.

Chairman Murphy: Seconded by Mr. Lawrence. Is there a discussion of the motion? Ms. Hurley.

Commissioner Hurley: Thank you, Mr. Chairman. One is a clarification that the – the Amendment discusses allowing food trucks in construction zones, but not in residential areas. I'd like if you could clarify – if you're doing construction in a residential area, are food trucks permitted?

Commissioner Hedetniemi: I'll let staff answer that question.

Mavis Stanfield, Zoning Administration Division, Department of Planning and Zoning: Yes, Ms. Hurley. That's correct.

Commissioner Hurley: Thank you. That's a simple clarification. Second, along with the minimum size, as you've mentioned – Commissioner Hedetniemi mentioned several times, it's also – the hours per day was – confusion. I know that at least one other Commissioner had that same – I was under the impression a single food truck could be in a place for four hours, but perhaps another food truck could come in a different four hours. Now it's – others are saying no. It's a total of four hours. It would be two hours in the morning and two hours in the afternoon, but a total four hours in one day. Just – again, I need a clarification.

Ms. Stanfield: Yes ma'am, that's correct. It would be four hours, regardless of the number of trucks that you have for the entire day.

Commissioner Hurley: And – just a little one – we want to make sure that the ice cream trucks are still permitted to go around the neighborhoods.

Ms. Stanfield: They are.

Commissioner Hurley: Thank you.

Chairman Murphy: Further discussion? Mr. Lawrence.

Commissioner Lawrence: Thank you, Mr. Chairman. I intend to support this motion, particularly in light of the follow-on motion in a provision for a review after a year. I'm very hopeful that we can encourage food trucks in places like Tysons Corner. And I'm highly sensitive to what Commissioner Hedetniemi has set up in having us look carefully at what the criteria are. On the other hand, I do appreciate that we need to get this within the discipline of the Zoning Ordinance for enforceability and if we can make it into an administrative review – so much the better. Thank you, Mr. Chairman.

Chairman Murphy: Further discussion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt the Food Truck Zoning Ordinance, as articulated by Ms. Hedetniemi this evening, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. The Chair abstains. I was not present for the public hearing.

Commissioner Hedetniemi: Mr. Chairman?

Chairman Murphy: Yes.

Commissioner Hedetniemi: I MOVE TO RECOMMEND TO THE BOARD OF SUPERVISORS THAT THE FOOD TRUCK WORK GROUP INITIATED BY CHAIRMAN BULOVA AND SUPERVISOR SMYTH BE RECONVENED IN ONE YEAR FOLLOWING THE ADOPTION OF THIS AMENDMENT TO EVALUATE HOW WELL THE PROCESS ESTABLISHED BY THE AMENDMENT IS WORKING AND TO PROVIDE RECOMMENDATIONS FOR POSSIBLE CHANGE.

Commissioner Lawrence: Second.

Chairman Murphy: Seconded by Mr. Lawrence. Is there a discussion of that motion? All those in favor of the motion, as articulated by Ms. Hedetniemi, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Hedetniemi: Mr. Chairman.

Chairman Murphy: Yes.

Commissioner Hedetniemi: I'd like especially to thank Mavis Stanfield and staff for thorough and positive work with the industry. It is a new industry. It is passionate about its work. And their passion and the commitment on the part of the staff meshed very well.

//

(Each motion carried by a vote of 8-0-1. Commissioner Murphy abstained. Commissioners Flanagan, Litzenberger, and Sargeant were absent from the meeting.)

JLC

Board Agenda Item
October 7, 2014

4:00 p.m.

Public Hearing on SE 2014-SU-023 (Meenakshi Verma Stringfellow Home Child Care) to Permit a Home Child Care Facility, Located on Approximately 1,120.00 Square Feet of Land Zoned PDH-8 and WS (Sully District)

This property is located at 5031 Cool Fountain Ln., Centreville, 20120. Tax Map 55-1 ((26)) 115.

PLANNING COMMISSION RECOMMENDATION:
On Wednesday, September 17, 2014, the Planning Commission voted 11-0 (Commissioner Sargeant was absent from the meeting) to recommend that the Board of Supervisors approve SE 2014-SU-023, subject to the Development Conditions consistent with those dated September 3, 2014.

ENCLOSED DOCUMENTS:
Attachment 1: Planning Commission Verbatim Excerpt
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4461770.PDF

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Michael Lynskey, Planner, DPZ

Attachment 1

Planning Commission Meeting
September 17, 2014
Verbatim Excerpt

SE 2014-SU-023 – MEENAKSHI VERMA SPRINGFELLOW HOME CHILD DAY CARE

After Close of the Public Hearing

Chairman Murphy: Without objection – public hearing is closed. Mr. Litzenberger.

Commissioner Litzenberger: Thank you, Mr. Chairman. Ms. Verma, could you please come up to the podium one more time please? The staff asked me – I have a request here. I – I request that the applicant confirm for the record agreement to the proposed development conditions dated September 3rd, 2014.

Meenakshi Verma, Applicant: Yes.

Commissioner Litzenberger: Okay, thank you. You may sit down.

Ms. Verma: Thank you.

Commissioner Litzenberger: Okay, Mr. Chairman, I MOVE THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS APPROVE SE 2014-SU-023, SUBJECT TO THE DEVELOPMENT CONDITIONS CONSISTENT WITH THOSE DATED SEPTEMBER 3RD, 2014.

Commissioners Flanagan and Hall: Second.

Chairman Murphy: Seconded by Mr. Flanagan and Ms. Hall. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it approve SE 2014-SU-023, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much. Thank you, ma'am. Good luck to you.

//

(The motion carried by a vote of 11-0. Commissioner Sargeant was absent from the meeting.)

JLC

Board Agenda Item
October 7, 2014

4:00 p.m.

Public Hearing to Consider Adopting an Ordinance to Establish the Inova Woodburn Temporary Residential Permit Parking District, District T3 (Mason District)

ISSUE:
Public Hearing on proposed amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to establish the Inova Woodburn Temporary Residential Permit Parking District (RPPD), District T3.

RECOMMENDATION:
The County Executive recommends that the Board adopt an amendment (Attachment I) to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to establish the Inova Woodburn Temporary RPPD, District T3.

TIMING:
On September 9, 2014, the Board authorized a Public Hearing to consider the proposed amendment to Appendix G, of *The Code of the County of Fairfax, Virginia*, to take place on October 7, 2014, at 4:00 p.m.

BACKGROUND:
Section 82-5A-4(e) of *The Code of the County of Fairfax*, *Virginia*, authorizes the Board to establish a temporary RPPD when a residential community is experiencing and/or expects to experience significant parking problems due to a short-term situation, such as a construction project. Short-term situations shall, at a minimum, be of at least six months duration. Any request for a temporary RPPD shall be in writing from all affected homeowners associations that represent the affected residential area or, in cases where there are no homeowners associations representing an area, a written request signed by residents of at least ten residences in the proposed area or 60 percent of the affected residents, whichever is less.

A multi-year construction project is currently taking place on the Inova Fairfax Medical Campus and is expected to conclude in spring 2016. Although the construction company has provided satellite parking and shuttle service for the construction employees, a number of employees continue to park in the surrounding neighborhoods and walk to the construction site.

The residents of Luttrell Road, and the Civic Association Magister(s) for the Court of Camelot on behalf of its members, have submitted written requests to the Mason Supervisor's office on June 23, 2014, and July 22, 2014, respectively, to establish a temporary RPPD. The temporary RPPD, as recommended by staff in consultation with the requestors includes the following streets: Bannerwood Court, segments of Bannerwood Drive, Bedivere Court, Collins Street, Gale Street, Garlot Drive, segments of Holly Road, segments of King Arthur Road, Luttrell Road; west side only, and Pellinore Place.

If the Board approves the establishment of the temporary RPPD, staff and the Magister of the Court of Camelot recommend that the restriction be phased in as needed. Specifically, upon approval of the RPPD, sign installation for phase one should be limited to Bannerwood Drive from the northern boundary of 3366 Bannerwood Drive to the southern boundary of 3366 Bannerwood Drive on the west side only and from Angelo Way to Gale Street on the east side only, Bedivere Court, Collins Street, Gale Street, Holly Road from the northern border of 3409 Holly Road to Angelo Way on the east side only and from Angelo Way south to Gale Street, and Pellinore Place. Upon completion of the construction project, staff will notify the residents by mail of the termination of the temporary RPPD and the signage will be removed.

Staff has verified that all requirements for the establishment of a temporary RPPD have been met.

FISCAL IMPACT:
The cost of sign installation and subsequent removal is estimated at $3,000 to be paid out of Fairfax County Department of Transportation funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amendment to *The Code of the County of Fairfax, Virginia*
Attachment II: Map Depicting Proposed Limits of the Temporary RPPD

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT
Charisse Padilla, Transportation Planner, FCDOT

Attachment I

Appendix G

G-T3 Inova Woodburn Temporary Residential Permit Parking District.

(a) *Purpose and Intent*. The Inova Woodburn Temporary Residential Permit Parking District is established to protect this residential area from unreasonable burdens in gaining access to their property during the Inova Fairfax Medical Campus renovation.

(b) *District Designation*.

(1) The Inova Woodburn Temporary Residential Permit Parking District is designated as Residential Permit Parking District T3, for the purposes of signing and vehicle decal identification.

(2) Blocks included in the Inova Woodburn Temporary Residential Permit Parking District are shown on the Official Residential Permit Parking District map and are described below:

Bannerwood Court (Route 8995):
From Bannerwood Drive to cul-de-sac inclusive

Bannerwood Drive (Route 4028)*:*
From the northern boundary of 3366 Bannerwood Drive to the southern boundary of 3366 Bannerwood Drive; west side only
From Angelo Way to Gale Street; east side only
From the northern boundary of 3436 Bannerwood Drive south to cul-de-sac inclusive

Bedivere Court (Route 4036)*:*
From Collins Street to cul-de-sac inclusive

Collins Street (Route 4034)*:*
From Bannerwood Drive to Holly Road

Gale Street (Route 4029)*:*
From Bannerwood Drive to Holly Road

Garlot Drive (Route 4023)*:*
The entire length

Holly Road (Route 3679)*:*
From the northern border of 3409 Holly Road to Angelo Way; east side only
From Angelo Way to Garlot Drive (northern intersection)

King Arthur Road (Route 3679)*:*
From the northern to southern intersections with Garlot Drive

Luttrell Road (Route 867)*:*
From the northern boundary of 3406 Luttrell Road to the south end; west side only

Pellinore Place (Route 4035)*:*
From Collins Street to cul-de-sac inclusive

(c) *District Provisions*.

(1) This District is established in accordance with and is subject to the provisions set forth in Article 5A of Chapter 82.

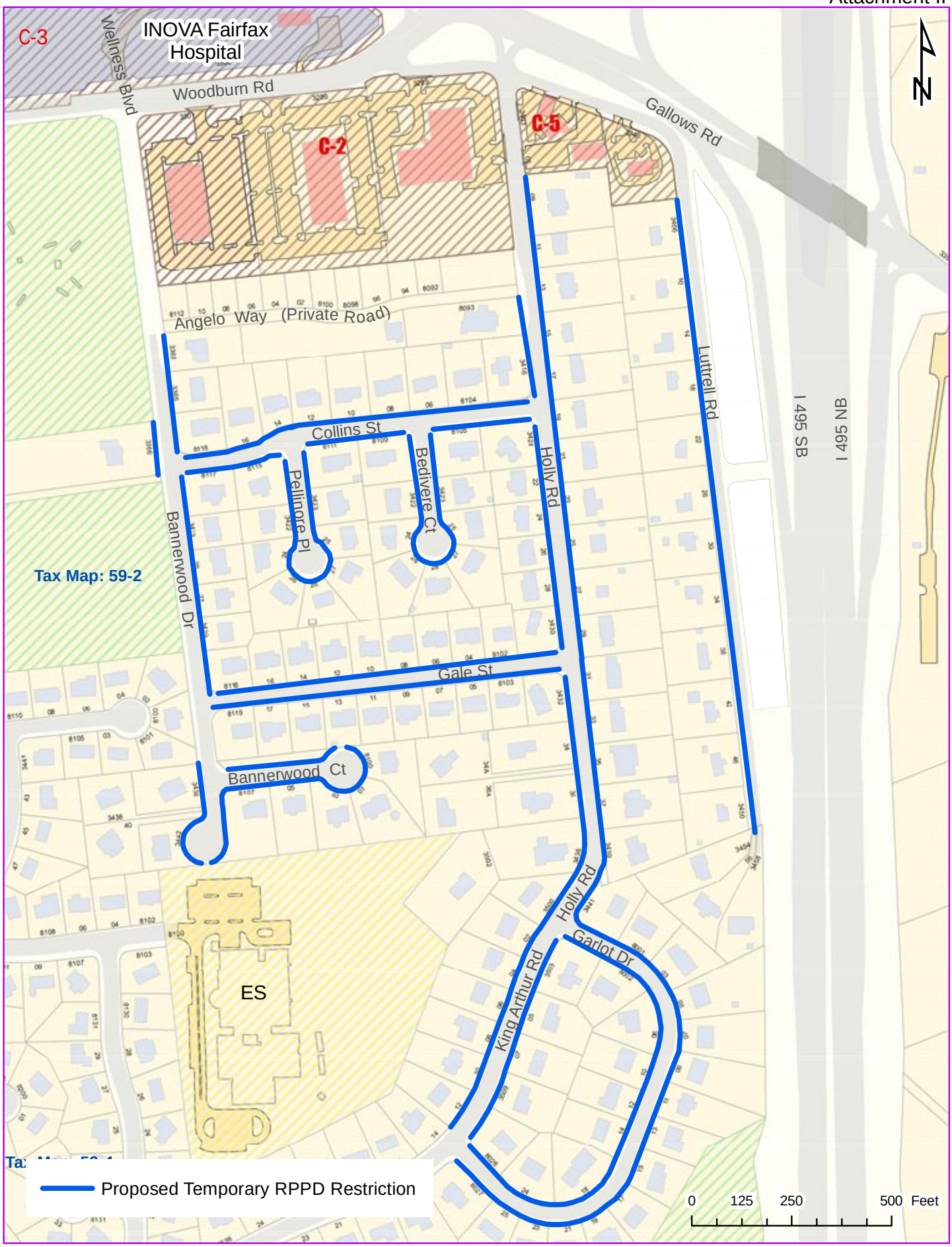
(2) Within the Inova Woodburn Temporary Residential Permit Parking District, parking is prohibited from 5:00 a.m. to 4:00 p.m., Monday through Friday, except as permitted by the provisions of Article 5A of Chapter 82.

(3) All permits and visitor passes for the Inova Woodburn Temporary Residential Permit Parking District shall expire on September 30, 2015. Thereafter, all permits and visitor passes may be renewed in accordance with Article 5A of Chapter 82 and the renewal procedures established by Fairfax County Department of Transportation.

(d) *Signs*. Signs delineating Inova Woodburn Temporary Residential Permit Parking District shall indicate the following:

NO PARKING
5:00 a.m. - 4:00 p.m.
Monday through Friday
Except by Permit
District T3

Attachment II



Board Agenda Item
October 7, 2014

4:00 p.m.

Public Hearing to Consider Adopting an Ordinance Expanding the Dunn Loring Residential Permit Parking District, District 3 (Providence District)

ISSUE:
Public Hearing on proposed amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Dunn Loring Residential Permit Parking District (RPPD), District 3.

RECOMMENDATION:
The County Executive recommends that the Board adopt an amendment (Attachment I) to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Dunn Loring RPPD, District 3.

TIMING:
On September 9, 2014, the Board authorized a Public Hearing to consider the proposed amendment to Appendix G, of *The Code of the County of Fairfax, Virginia*, to take place on October 7, 2014, at 4:00 p.m.

BACKGROUND:
Section 82-5A-4(b) of *The Code of the County of Fairfax*, *Virginia*, authorizes the Board to establish or expand an RPPD in any residential area of the County if: (1) the Board receives a petition requesting establishment or expansion of an RPPD that contains signatures representing at least 60 percent of the eligible addresses of the proposed District and representing more than 50 percent of the eligible addresses on each block of the proposed District, (2) the proposed District contains a minimum of 100 contiguous or nearly contiguous on-street parking spaces 20 linear feet in length per space, unless the subject area is to be added to an existing district, (3) 75 percent of the land abutting each block within the proposed District is developed residential, and (4) 75 percent of the total number of on-street parking spaces of the petitioning blocks are occupied, and at least 50 percent of those occupied spaces are occupied by nonresidents of the petitioning blocks, as authenticated by a peak-demand survey. In addition, an application fee of $10 per petitioning address is required for the establishment or expansion of an RPPD. In the case of an amendment expanding an existing District, the foregoing provisions apply only to the area to be added to the existing District.

A peak parking demand survey was conducted for the requested area. This survey verified that more than 75 percent of the total number of on-street parking spaces of the petitioning block were occupied by parked vehicles, and more than 50 percent of those occupied spaces were occupied by nonresidents of the petitioning block. All other requirements to expand the RPPD have been met.

FISCAL IMPACT:
The cost of sign installation is estimated at $250 to be paid out of Fairfax County Department of Transportation funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amendment to *The Code of the County of Fairfax, Virginia*
Attachment II: Map Depicting Proposed Limits of RPPD Expansion

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT
Charisse Padilla, Transportation Planner, FCDOT

Attachment I

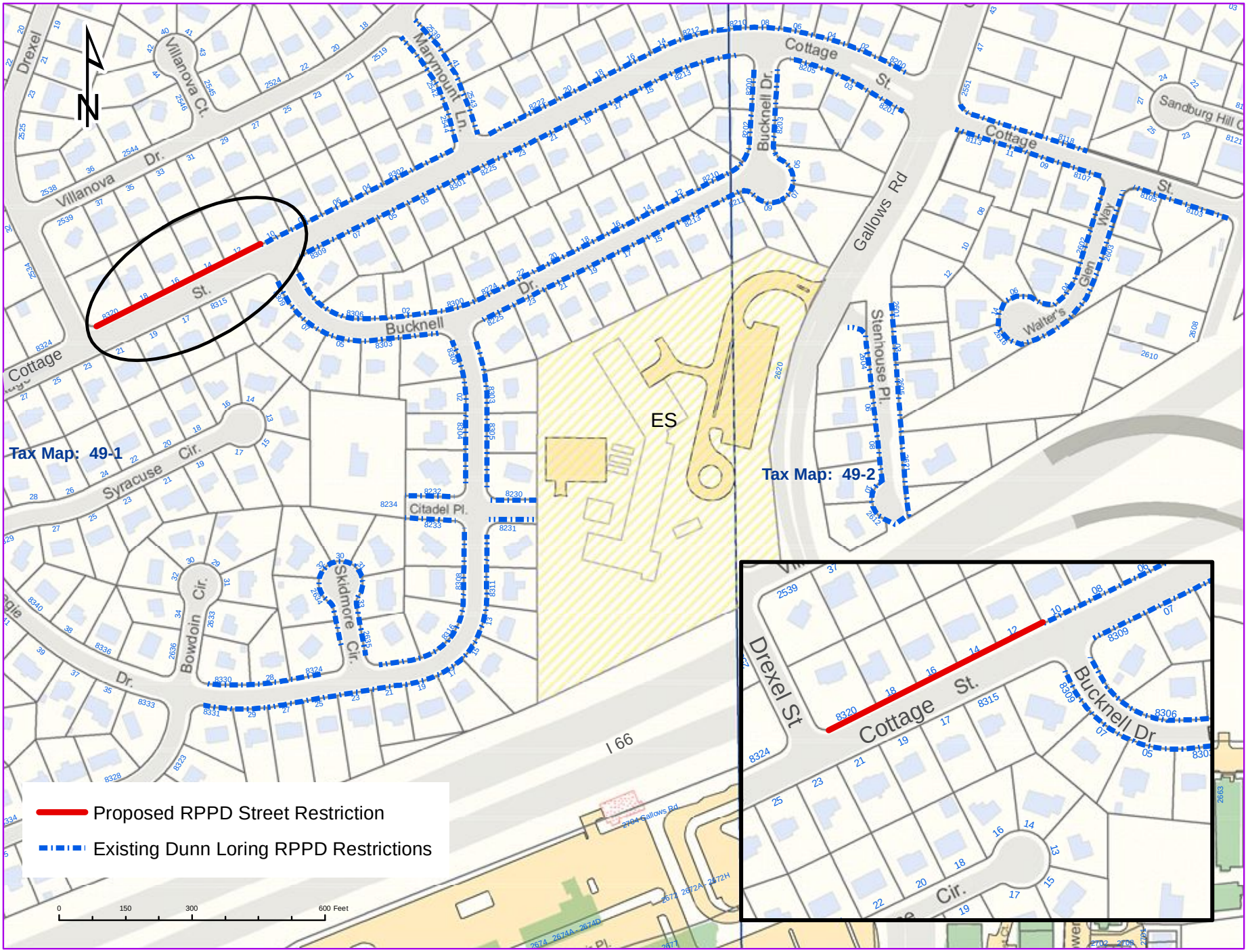
Proposed Amendment

Amend *The Code of the County of Fairfax*, *Virginia*, by adding the following streets to Appendix G-3, Section (b), (2), Dunn Loring Residential Permit Parking District, in accordance with Article 5A of Chapter 82:

Cottage Street (Route 2401):

From Bucknell Drive (eastern intersection) to Drexel Street; north side only

Attachment II



Board Agenda Item
October 7, 2014

4:30 p.m.

Public Hearing on Amendments to the Code of the County of Fairfax, Chapter 82, Motor Vehicles and Traffic, Section 82-11-1, Notice of Removal of Motor Vehicle

ISSUE:
Public hearing to consider amendments to Chapter 82 (Motor Vehicles and Traffic), Section 82-11-1 (Notice of removal of motor vehicle) of the *Fairfax County Code*. The amendments are necessary to bring the section into compliance with changes to Virginia Code § 46.2-1202 dealing with contacting and identifying owners of motor vehicles that have been abandoned.

RECOMMENDATION:
The County Executive recommends that the Board approve the proposed amendment to the Code of the County of Fairfax Chapter 82, Section 82-11-1.

TIMING:
On September 9, 2014, the Board authorized a public hearing to take place on October 7, 2014, at 4:30 p.m. If adopted, the provisions of these amendments will become effective immediately.

BACKGROUND:
In 2009, the Virginia General Assembly amended Virginia Code § 46.2-1202 in regard to the search and notification of owners of abandoned vehicles. Prior to July 1, 2009, localities that had taken custody of such vehicles were responsible for obtaining vehicle owners' information from the Department of Motor Vehicles (DMV) and then notifying the owners to allow them to claim their vehicles, if desired. If the DMV could not identify the owners or their current address, localities were required to publish a notice in a newspaper listing the vehicles' information in an effort to provide owners an opportunity to identify and claim their vehicles. In Fairfax County, the Police Department was the agency responsible for contacting or notifying vehicle owners in the manner described above.

The 2009 Virginia General Assembly's amendment to § 46.2-1202 significantly changed the vehicle owner search and notification process. The process, previously managed by the Police Department, has been transferred to DMV in its entirety. Accordingly, the Police Department is no longer required by law to attempt to notify or identify owners of abandoned vehicles of which it has taken custody. The Police Department or the receiving facility is now only required to provide DMV with the vehicles' identifying information, enabling DMV to attempt to notify the owners.

As a result of this change, staff proposes that County Code § 82-11-1 (a) be amended to remove the requirement that the Police Department give written notice to registered owners of abandoned vehicles **who are not present at the scene**. Staff also proposes that subsections (b) and (c), requiring the Police Department to attempt owner identification via public notice in a newspaper, be removed in their entirety as this is also no longer required by state law.

It should be noted that during the normal course of business, the Police Department initiates a Virginia Criminal Information Network (VCIN) check to determine if abandoned vehicles have been stolen or otherwise involved in criminal activity. If the check returns owner information, the Department, while not legally obligated to do so, attempts to notify owners via certified mail of the vehicle's location. The Police Department intends to continue this practice despite the change in state law or the proposed amendment to the county ordinance.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1 – Virginia State Code § 46.2-1202
Attachment 2 – Proposed Amendment to Fairfax County Code Section 82-11-1 (Notice of removal of motor vehicle)

STAFF:
David M. Rohrer, Deputy County Executive
Colonel Edwin C. Roessler Jr., Chief of Police
Kimberly Baucom, Assistant County Attorney

§ 46.2-1202. Search for owner and secured party; notice.

A. Any person in possession of an abandoned motor vehicle shall initiate with the Department, in a manner prescribed by the Commissioner, a search for the owner and/or lienholder of record of the vehicle, requesting the name and address of the owner of record of the motor vehicle and all persons having security interests in the motor vehicle on record in the office of the Department, describing, if ascertainable, the motor vehicle by year, make, model, and vehicle identification number. A fee of $25 shall be paid to the Department at the time of application. Those fees shall be paid into the state treasury and set aside as a special, nonreverting fund to be used to meet the expenses of the Department. A local government agency with a written agreement with the Department shall be exempt from this fee.

The Department shall check: (i) its own records, (ii) the records of a nationally recognized crime database, and (iii) records of a nationally recognized motor vehicle title database for owner and lienholder information. If a vehicle has been reported as stolen, the Department shall notify the appropriate law-enforcement agency of that fact. If a vehicle has been found to have been titled in another jurisdiction, the Department shall notify the applicant of that jurisdiction. In cases of motor vehicles titled in other jurisdictions, the Commissioner shall issue certificates of title on proof satisfactory to the Commissioner that the persons required to be notified by registered or certified mail have received actual notice fully containing the information required by this section.

B. If the Department confirms owner or lienholder information, the Department shall notify the owner, at the last known address of record, and lienholder, at the last known address of record, of the notice of interest in their vehicle, by certified mail, return receipt requested, and advise them to reclaim and remove the vehicle within 15 days, or, if the vehicle is a manufactured home or a mobile home, 120 days, from the date of notice. Such notice, when sent in accordance with these requirements, shall be sufficient regardless of whether or not it was ever received. Following the notice required in this subsection, if the motor vehicle remains unclaimed, the owner and all persons having security interests in the motor vehicle shall have waived all right, title, and interest in the motor vehicle.

Whenever a vehicle is shown by the Department's records to be owned by a person who has indicated that he is on active military duty or service, the Department shall notify the requestor of such information. Any person having an interest in such vehicle under the provisions of this article shall comply with the provisions of the federal Servicemembers Civil Relief Act (50 U.S.C. app. 501 et seq.).

C. If records of the Department contain no address for the owner or no address of any person shown by the Department's records to have a security interest, or if the identity and addresses of the owner and all persons having security interests cannot be determined with reasonable certainty, the person in possession of the abandoned motor vehicle shall obtain from the Department in a manner prescribed by the Commissioner, a Vehicle Removal Certificate. The vehicle may be sold or transferred to a licensee or a scrap metal processor, as defined in § 46.2-1600.

(1968, c. 421, § 46.1-555.4; 1989, c. 727; 1997, c. 150; 2009, c. 664.)

Section 82-11-1. - Notice of removal of motor vehicle.

~~(a)~~ Notwithstanding any other provision of law, when any motor vehicle is removed by or under the direction of a police officer pursuant to the provisions of Chapter 82 of the Fairfax County Code, the officer shall provide written notice of the removal to the owner of the motor vehicle, if the registered owner is present at the scene. ~~If the registered owner is not present at the scene, the Police Department, within one (1) full working day, shall give written notice of the removal by first class United States mail, postage prepaid, to the last-known registered owner of the vehicle. For purposes of this section, "one (1) full working day" is any twenty-four-hour period during which the Virginia Department of Motor Vehicles, or similar department in the State where the removed vehicle is registered, is open for business, at normal business hours.~~

~~(b) If the identity of the last-known registered owner of the vehicle cannot be determined, the Police Department shall give notice as soon as possible by publication in at least one (1) newspaper of general circulation in the County. Such publication shall run for one (1) day.~~

~~(c) Such notice required by this section shall state the following:~~

~~(1) That the vehicle has been removed.~~

~~(2) The year make, model and vehicle license number of the vehicle.~~

~~(3) That the owner may contact the Police Department for the location of the vehicle.~~

~~(4) Inform the owner that he may reclaim the vehicle upon payment of all removal and storage fees.~~

~~(5) Inform the owner that he has a right to contest the validity of the removal of the vehicle at any time within three (3) weeks of the date of such notice by filing a written request for hearing with the Police Department.~~

~~(6) State that the failure of the owner to reclaim his vehicle may result in the disposal of the vehicle pursuant to the provisions of the Fairfax County Code. (2-81-82; 18-83-82.)~~