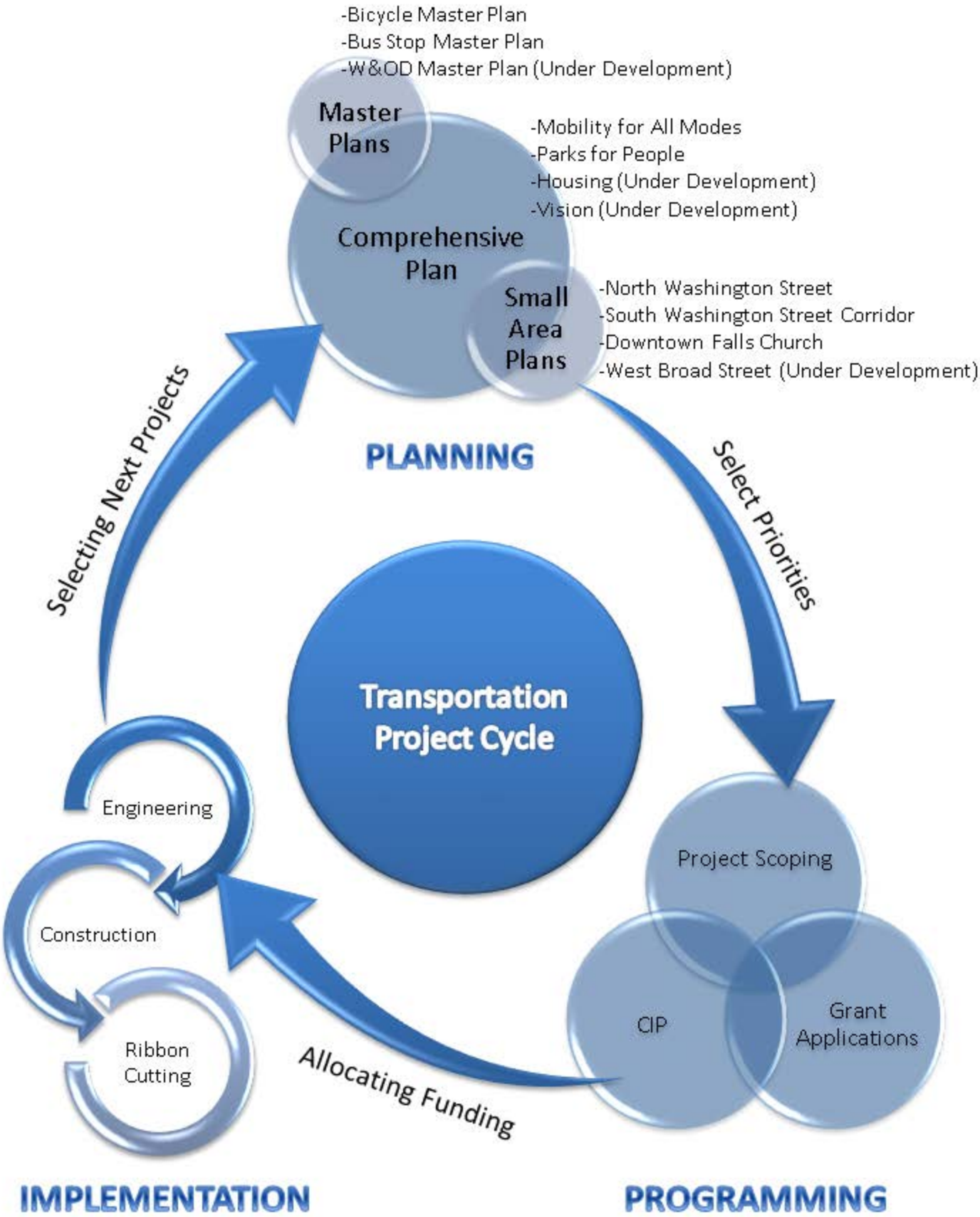

-Bicycle Master Plan
-Bus Stop Master Plan
-W&OD Master Plan (Under Development)
Master Plans
-Mobility for All Modes
-Parks for People
-Housing (Under Development)
-Vision (Under Development)
Comprehensive Plan
Small Area Plans
-North Washington Street
-South Washington Street Corridor
-Downtown Falls Church
-West Broad Street (Under Development)
PLANNING
Selecting Next Projects
Select Priorities
Transportation Project Cycle
Engineering
Construction
Ribbon Cutting
Project Scoping
CIP
Grant Applications
Allocating Funding
IMPLEMENTATION
PROGRAMMING

Transportation CIP Funding: Leveraging Local Funds

No Local Match Required

SmartScale
(approved by VDOT/CTB)

Bicycle and Pedestrian Safety Program
(approved by VDOT/CTB)

Regional Surface Transportation Program (RSTP)
(approved by NVTA)

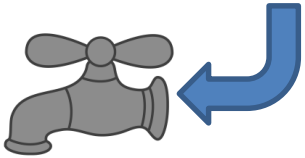
State of Good Repair
(approved by VDOT/CTB)

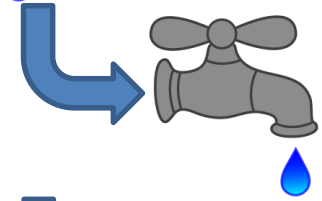
I-66 Toll Revenue
(approved by NVTC/CTB)

Local Match Required

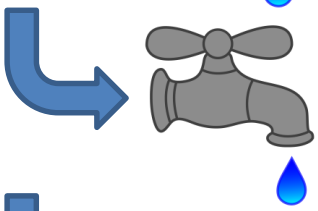
Local Funds
(NVTA C&I-Equivalent)

NVTA 30%

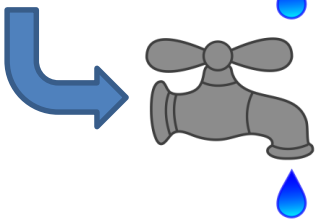




Revenue Sharing
(50/50)
(approved by VDOT/CTB)



Transportation Alternatives Program (TAP) (80/20)
(approved by CGO and CTB)



Recreational Trails Program (80/20)
(approved by DCR)

Each $1 of local funds invested provides $4-$10 in transportation funding

Transportation Capital Improvement Program (CIP) Delivery Schedule Budget

Proposed FY21 CIP - Presented to Planning Commission 2/3/2020

Program	Project	Project Cost (including prior year funds)	Schedule									Planning Commission Updates (since FY20-25 CIP)
			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	VDOT AD DATE	Schedule Change (project life)	Reasons for Schedule Change	
West Broad Street Planning Opportunity Area Plan Adopted 4/11/16	Broad St Multimodal Improvements	$ 3,600,000	Des	Eng	Con	Con			7/29/2022	On schedule		W Broad "Ped Access" & Broad St MM projects consolidated for FY22-23 RSTP funds to be re-allocated to Broad St MM FY21 RSTP funds re-allocated to Bridge program for Oak St Bridge grant match
	Broad St Streetscape	$ 10,842,000					P/G	Des		On schedule		Added 1 year escalation at 7% for FY21-26 CIP budget
Downtown Planning Opportunity Area Plan Adopted 6/23/14	Park Ave Great Street Library to State Theatre	$ 10,540,000	Des	Des	Eng	Eng	Eng/ Con	Con	11/26/2024	At risk - funding shortfall	Funding	New engineering estimates came back much higher; NVTA application pending for $8.3M to resolve funding gap
	Streetscape Rehabilitation, Pedestrian Access and Safety at Little Falls St and N Maple Ave (Downtown POA)	$ 800,000	Des	Eng	Eng/ Con	Con			1/3/2020	Delayed 2 years	Funding	Staff working with VDOT to coordinate schedule with Park Ave Great Street. Both are funded by Smart Scale; federal funds are budgeted over 6 years in the SYIP so need to accumulate before issuing construction contract
N Washington Street Planning Opportunity Area Plan Adopted 6/11/12	Multimodal Improvements	$ 14,500,000					P/G	Des		Schedule pending funding		All projects were consolidated back into the total POA cost Escalated 7 years at 7 % (2027)
South Washington Street Planning Opportunity Area Plan Adopted 10/28/13	S Washington St Intermodal Plaza	$ 9,009,337	Con	Con						On schedule		Construction expected FY21 (August 2020) ~18 mo duration Initially funded in 2012 at $6.375M but not sufficient
	Maple Av & South Washington St Intersection	$ 733,000	Eng/ Con	Con					7/31/2020	Delayed 6 months		Requested VDOT to adjust ad date by 6 months due to ADA coordination with Fairfax County property
	S Washington & Annandale Intersection	$ 950,000	Des	Eng	Con				1/20/2025	On schedule		
West Falls Church and Joint Campus Revitalization District	Haycock Road Pedestrian Crossing	$ 750,000	Des	Eng	Con					Delayed 1 year	Scope overlap w/ West End	Sent request to VDOT to re-allocate these funds to other existing project(s)
	W&OD to WFC connection along Shreve Road	$ 6,900,000				Des	Eng	Eng/ Con		New FY21-26		NEW to FY21 CIP- not new project but new funding source/cost. Application pending
	Multimodal Transportation Project	$ 15,700,000	Des	Eng	Eng/ Con					On Schedule		
Neighborhood Traffic Calming Plan updated 2/23/15	Annandale and Gundry	$ 200,000	Con							Delay 6+ months	Workload	Construction anticipated spring 2020
	NTC - Active/queue	$ 1,025,000	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con		Delayed	Pending FY20 BA	FY20 BA for $400K is pending. Funds programmed into CIP starting in FY22. Ongoing program to engineer and construct cases in the queue
	NTC - Greenway Downs	$ 636,000	Des/ Eng	Eng/ Con	Con					On schedule		Greenway Downs traffic calming (HSIP, $636K) allocated in FY20 SYIP, on schedule

Legend:
- P/G: Planning/Grant application
- Des: Design Phase (PE, Procurement, Grant Admin)
- Eng: Engineering Phase (ROW/Undergrounding, Final design, Procurement, Grant Admin)
- Con: Construction Phase (IFB/Contracts, Construction, Final pay app, Close-out)

Transportation Capital Improvement Program (CIP) Delivery Schedule Budget

Proposed FY21 CIP - Presented to Planning Commission 2/3/2020

Program	Project	Project Cost (including prior year funds)	Schedule									Planning Commission Updates (since FY20-25 CIP)
			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	VDOT AD DATE	Schedule Change (project life)	Reasons for Schedule Change	
Multimodal Connectivity and Accessibility	Bike Share Phase 1 Master Plan Adopted 7/13/2015	$ 2,560,000	Des						5/25/2018	Phase 1 Complete FY20		Phase 1 complete, in close out now. Phase 2 location & costs being assessed
	N West Pedestrian Improvements (formerly SRTS)	$ 210,000								To Be Complete FY20		
	Pedestrian Crossings along Broad St at Oak St, Fairfax St, and Berry St (HAWK signals)	$ 1,595,000	Eng	Con					3/4/2021	On Schedule		May have funding gap; pending updated cost estimate
	W&OD Park and Greenway Crossings Master Plan Adopted 4/11/2016	$ 862,000	Eng/ Con	Con					3/31/2021	On schedule		May have funding gap; pending updated cost estimate
	Berman Park Greenway Parks for People Plan Updated 8/8/2016	$ 600,000	Des	Eng/ Con	Con					On Schedule		
	W&OD Park and Greenway Dual Trails Master Plan Adopted 4/11/2016	$ 3,929,959	Con							New Schedule (NOVA Parks Managed)		100% plans expected in FY20. NOVA Parks staff presented to Planning Commission at December 2019 work session
	W&OD Park and Greenway Lighting Master Plan Adopted 4/11/2016	$ 1,500,000	P/G							UNFUNDED		30% design plans Schedule pending funding; possible grant development in FY21
	W&OD Park and Greenway Plazas - Veterans Commons	$ 60,000	Des							Pending Site Plan		Funded. Design and locations pending approval of W&OD Dual Trails site plan.
	W&OD Park and Greenway Plaza - Walter Mess	$ 40,000	Des							Pending Site Plan		Funded. Design and locations pending approval of W&OD Dual Trails site plan.
	W&OD Park and Greenway Landscape Restoration Master Plan Adopted 4/11/2016	$ 150,000	P/G							Postponed 1 year	Funding	FY21 TAP application postponed 1 year.
	S Washington Bus Stop Expansion & Access to Transit	$ 1,575,000		P/G	Des	Des/ Eng	Eng	Eng/ Con		New FY21-26		New in FY21. Preliminary estimate and schedule submitted to DRPT; future grant app
Infrastructure Renewal: Traffic Signals and Intersections	Traffic Signal Timing & Upgrades	$ 630,922		P/G	Des	Des	Des	Des		Ongoing program		PE Only. Re-time signals every 2-3 yrs. Significant infrastructure upgrades needed to ensure Route 7 signal corridor can support future BRT. Exist. funding: $330K. Grant planned in FY22 for funding in FY23-24
	Washington St & Columbia St	$ 1,245,000	Des	Eng	Con				2/28/2020	Delayed 4 Years	Workload	$240K of Lincoln/West local match money re-allocated for local match of FY21 Rev Share application for Wash/Columbia
	N West & Lincoln	$ 2,850,000						P/G		Re-scheduled	Workload & Funding	Re-introduced signal project for N West & Lincoln (formerly de-allocated RS project); scheduled in outyears 2021 estimate: $1.9M. FY27 escalation = $2.85M
	West St & Great Falls St	$ 895,562	Con						6/19/2019	Delayed 2 years	Coordination ?	Schedule was revised after delays due to Ffx Co MOU In Con & on time; anticipated completion January 2021
	S Maple Av & Annandale Rd	$ 1,710,000	Des	Eng	Eng/ Con	Con			1/31/2023	On Schedule		$350K local match from Broad & Spring re-allocated here for local match for FY21 Rev Share application to cover funding gap. $30K of West/Lincoln local match moved here
	W Broad St & Spring St	$ 1,943,000	P/G	Des	Eng	Eng/ Con	Con			Postponed 1 year	Funding	Estimate updated since FY20 (previously 700K) - local match budgeted in FY21 CIP budget; will apply for FY22-23 Rev Share funds
	S Cherry St & Hillwood Ave	$ 2,850,000						P/G		Postponed 3 yrs to FY27-30	Workload & Funding	Moved to outyears in FY21-26 CIP due to re-prioritizing
	Hillwood & Annandale	$ 2,850,000						P/G		New FY21-26		New project, scheduled in out years. 2021 estimate: $1.9M. FY27 escalation at 7%/year = $2.85M
	Traffic Signal Reinvestment Program									New FY21-26		New - in development. Technical assistance grant (TPB) being pursued

Legend:
- P/G: Planning/Grant application
- Des: Design Phase (PE, Procurement, Grant Admin)
- Eng: Engineering Phase (ROW/Undergrounding, Final design, Procurement, Grant Admin)
- Con: Construction Phase (IFB/Contracts, Construction, Final pay app, Close-out)

Transportation Capital Improvement Program (CIP) Delivery Schedule Budget

Proposed FY21 CIP - Presented to Planning Commission 2/3/2020

Program	Project	Project Cost (including prior year funds)	Schedule									Planning Commission Updates (since FY20-25 CIP)
			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	VDOT AD DATE	Schedule Change (project life)	Reasons for Schedule Change	
Infrastructure Renewal: Street Paving and Reconstruction	S Maple Ave Roadbed Reconstruction	$ 950,000	Eng/ Con	Eng/ Con	Con					On Schedule		Fully funded; gap resolved by Lincoln/West signal de-allocation
	Lincoln Ave Roadbed Reconstruction	$ 2,600,000		P/G	Eng/ Con	Eng/ Con				On schedule		Estimate increased, $650K addl local match identified in FY21-26 CIP. Future Rev Share app
	Park Ave Roadbed Reconstruction	$ 2,800,000			P/G	Eng/ Con	Eng/ Con			On schedule		Estimate increased, $700K addl local match identified in FY21-26 CIP. Future Rev Share app
	Great Falls St Roadbed Reconstruction	$ 2,675,000				P/G	Eng/ Con	Eng/ Con		Postponed 4 years	Funding	Estimate increased, postponed 1 year to FY26 due to local match availability. Added 1 year escalation cost.
	FY20 Primary Extensions - E Broad & Hillwood	$ 901,000								To Be Complete FY20		Not in CIP; funds are allocated to operating budget. Shown here for awareness. No FY21 grant app planned due to scope being included S Wash Multimodal project.
Infrastructure Renewal: Bridges	Bridge Inspections & Renewal	$175k every 3 years	Des	Des	Des	Des	Des	Des		Ongoing Program		PE only, no Con FY21 CIP: re-allocate $60K RSTP to Oak St
	S Oak Street Bridge	$ 2,436,188	Eng/ Con	Con	Con				10/8/2025	Delayed 5 years	Workload & Funding	**Current shortfall is 1.3M - SGR app pending** FY21 CIP: re-allocate W Broad POA RSTP funds to Oak St, to match SGR application, possibly use bridge inspection funds for any addl deficit
Infrastructure Renewal: Sidewalks & Streetlights	Sidewalk Improvements	$ 1,000,000	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con		New FY21-26		**New program**. 100K re-allocated from pre-scoping for FY21 only; pending PayGO funds for remaining years
	Energy Efficient Streetlights		Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con	Eng/ Con		New FY21-26		
TOTAL ALL PROJECTS		**$ 133,600,971**										

Estimated Workload by Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26
Project Count in Planning/Grant Application	3	3	1	1	2	3
Project Count in Design	13	3	3	4	2	4
Project Count in Engineering	6	9	6	3	5	1
Project Count in Construction	7	9	11	7	4	6
Total Projects by FY for all Phases	29	24	21	15	13	14

***Des/Eng and Eng/Con: 12 month period may include both phases; the color is dictated by the phase which will be active > 6 months.**
****Color dictates workload count**

Legend:
- P/G: Planning/Grant application
- Des: Design Phase (PE, Procurement, Grant Admin)
- Eng: Engineering Phase (ROW/Undergrounding, Final design, Procurement, Grant Admin)
- Con: Construction Phase (IFB/Contracts, Construction, Final pay app, Close-out)

Infrastructure Program - Bridges

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City has 25 structures meeting state or federal bridge criteria within its jurisdiction. The Bridge Program will allow the City to continue to operate these critical infrastructure elements safely by providing regular inspections, preventative maintenance, rehabilitation, and replacement as necessary. Annual bridge inspection reports provide a forecast for which structures are more advanced in their deteriorization and will require repair.

2019 inspections of the facilities identified two structures in "Poor" condition; South Oak Street over Tripps Run, and Sherrow Avenue over Tripps Run. The program's current focus is fully funding Oak Street Bridge Replacement. The City has applied for SGR funds in past years but there are very limited funds available to the Northern Virginia district. The City plans to apply again in December 2019. After identifying $421,000 in existing RSTP funds that could be reprogrammed to the South Oak Street Bridge Replacement project, the City is in a much better position to be awarded SGR and fully fund this project. Staff proposes the funds be reprogrammed to Bridges from the West Broad Street POA Program via budget amendment in 2020. Funds are also set aside to continue bridge inspections. Inspections of the City's 25 structures are staggered over a three year cycle. The bridge inspections and maintenance are budgeted at $60,000 per year.

Ongoing Projects include:
- Oak Street Bridge ($2.4M)
- Bridge Inspections & Maintenance ($60K/year budgeted)

Future Projects may include:
- Bridge Master Plan in development to plan for future infrastructure renewal and bridge maintenance

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Federal Grant (RSTP)	$ 421,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 240,000	$ 961,000
State Grant (SGR) - Pending	$ 927,188	$ -	$ -	$ -	$ -	$ -	$ -	$ 927,188
Total:	$ 1,348,188	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 240,000	$ 1,888,188

Funding Notes: Bridge Inspections are funded by RSTP grant money the City applies for and receives annually. FY21 SGR grant application for Oak St is pending ($927K) - Award known in April 2020.

Prior Year Available Funding: Oak St Bridge (RSTP, $1.08M), Bridge Inspections (RSTP, $243K).

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. After construction is completed the higher maintenance costs will reduce but ongoing maintenance within operations is still required.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan informs this program. Chapter 7 of Mobility for all Modes, has a goal for maintaining the City's infrastructure in a state of good repair and creating an action plan to address maintenance needs.

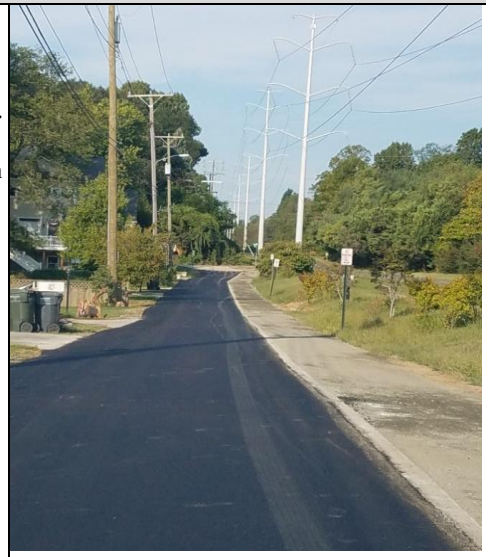
Infrastructure Program - Pavement

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule



Public streets are the most heavily utilized element of transportation infrastructure in the City. In order to provide safe, efficient means of travel along public streets, proper maintenance of pavement is necessary. The City maintains its own roads and receives an annual stipend from VDOT in the operating budget. The City uses this toward regular maintenance; including curbs, sidewalks, storm sewers, and catch basins. However the stipend is insufficient to meet the City's paving standards, or there are resident requests the City wishes to respond to. In some cases, full depth reconstruction of the pavement may be necessary, where samples indicate that inadequate base material exists to support the traffic load. The CIP pavement program aims to leverage available grant funds to supplement the program and establish a plan to maximize the usable life of the City's street pavement. The City will implement a project annually to rehabilitate existing pavement using a variety of paving treatments and methods. Due to lack of local fund availability, there are no projects planned for FY 21 and FY22.

Ongoing Projects include:
- S Maple Ave Roadbed Reconstruction ($950K)

Full roadbed reconstruction, streetscape improvements, ADA upgrades, curb & gutter, traffic calming & sidewalk improvements. Reconstruction scheduled in FY23. Overlay paving done Oct 2018 and should last approx. 4 years.

Future Projects may include:
- Lincoln Ave Reconstruction, planned for FY23 (Est. $2.6M)
- Park Ave Reconstruction, planned for FY24 (Est. $2.8M)
- Great Falls Street Reconstruction, planned for FY26 (Est. $2.6M)

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
State Grant (Rev Share) Pending	$ -	$ -	$ 1,300,000	$ 1,400,000	$ 1,350,000	$ -	$ -	$ 4,050,000
State Grant (NVTA 30%)	$ -	$ -	$ 785,300	$ 887,600	$ 1,020,900	$ -	$ -	$ 2,693,800
Local (Debt)	$ -	$ -	$ 514,700	$ 512,400	$ 329,100	$ -	$ -	$ 1,356,200
Unfunded	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ -	$ -	$ 2,600,000	$ 2,800,000	$ 2,700,000	$ -	$ -	$ 8,100,000

Funding Notes: FUTURE APPLICATIONS planned for State Revenue Sharing Funds; due to recent updated cost estimates, the local match for these applications is partially unfunded and fund source needs to be identified before applying. Primary Extensions are in operating budget; no new projects planned for FY21; the only qualifying segments were along S Washington where construction is to begin in July 2020. Primary Extensions program was recently federalized.

Prior Year Available Funds: S Maple Ave Roadbed Reconstruction ($950K)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Proper maintenance of roads, including reconstruction to establish a structural base layer, will reduce long term maintenance costs.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan informs this program. Chapter 7, Transportation, Mobility for all Modes has a goal to maintain the City's infrastructure in a state of good repair and develop a standard for repaving the City's roads on a regular schedule and budget sufficient funding to meet that schedule.

Infrastructure Program - Traffic Signals and Intersections

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

Traffic signals assign right of way and improve safety and accessibility for varying modes of travel. Traffic Signal Timing and Upgrades will increase the operational reliability and safety of the City's 27 traffic signals through rehabilitation and upgrades, major repairs, and preventative work. Project scopes may include removing traffic signals from Dominion Virginia Power (DVP) poles to comply with DVP requirements where necessary and replacing traffic signals with new mast arms & signal poles. In addition, intersections will be improved to include pedestrian accessibility elements, including improved curb ramps and updated pedestrian signal timing.

Ongoing Projects include:

-N Washington St & Columbia St ($1.2M)
-N West & Great Falls ($989K. Construction in Spring 2020)
-S Maple Ave & Annandale Rd ($1.7M)
-Traffic Signal Timing and Upgrades (Est. $630K. $300K application planned in FY22, funding in FY23)

Future Projects include: -

Hillwood & Annandale (Est. $2.8M in FY27-30)
-W Broad & Spring St Intersection Improvements and Signal Upgrades (Est. $1.9M, postponed to FY22)
-S Cherry St & Hillwood Ave Intersection Improvements and Signal Upgrades (Est. $2.8M in FY27-30)

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
State Grant (NVTC I-66) Pending	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000
State Grant (Rev Share) Pending	$ 590,250	$ 971,500	$ -	$ -	$ -	$ -	$ 4,275,000	$ 5,836,750
State Grant (NVTA 30%)	$ 220,300	$ 510,400	$ -	$ -	$ -	$ -	$ -	$ 730,700
Local (PAYGO)	$ 129,700	$ -	$ -	$ -	$ -	$ -	$ -	$ 129,700
Local (Debt)	$ -	$ 461,100	$ -	$ -	$ -	$ -	$ 4,275,000	$ 4,736,100
Total:	$ 940,250	$ 1,943,000	$ 300,000	$ -	$ -	$ -	$ 8,550,000	$ 11,733,250

Funding Notes: Lincoln & West Intersection project deallocated in 2019. Due to recently updated cost estimates, there are some unfunded needs in future years, and 2 existing projects needed additional funding. New Rev Share applications submitted October 2019 for FY21-22 funding; however no additional local match was required.

Prior Year Available Funds: Lincoln & West funds to be re-allocated within the Traffic Signal Program.
Washington & Columbia (Rev Share/Local CIE/NVTA 30%, $825k previously awarded), N West and Great Falls (Rev Share/Local CIE/NVTA 30%, $750k awarded), S Maple & Annandale Rd (Rev Share/NVTA 30%, $950k awarded), Traffic Signal Timing (HSIP, $330K awarded)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. Minimal impact on annual maintenance costs expected.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan informs this program. The Comprehensive Plan, Chapter 7, Transportation, Mobility for all Modes has a goal to maintain the City's infrastructure in a state of good repair and create a Traffic Signal Master Plan to assess the state of the City’s traffic lights and develop an action plan for upgrading the City’s traffic signals as necessary.

Downtown Area Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the Downtown POA is the area bounded by West Broad Street, N Washington Street, Park Avenue, and Little Falls Street. The Downtown Planning Opportunity Area (POA) Program will implement recommended projects from the Downtown POA Small Area Plan which was adopted by Council in June 2014. Projects under this program will implement the vision for this area as more inviting to pedestrians and commercial activity. Projects may consist of streetscape enhancements, more accessible bicycle & pedestrian facilities, traffic calming, landscaping, traffic signal upgrades and other related projects.

Ongoing Projects include:

- Park Ave Great Street (Library to State Theatre) ($10.5M)

Sidewalk widening & removal of obstructions (including utility lines), redesign of intersection geometry, 2 mid-block crossings, and curb extensions and improvements at 6 total crossings/intersections.

- Streetscape Rehabilitation (Ped Access & Safety Little Falls to Maple) ($800K)

Sidewalk repairs and removal of obstructions, intersection & crosswalk improvements along Little Falls and Maple Ave, between Park and Broad.

Future Projects may include:

- Parking Access, shared parking agreements for use of underutilized parking lots (Est. $500K, unfunded)

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Federal Grant (Smart Scale)	$ 538,000	$ 574,000	$ 508,000	$ 400,000	$ -	$ -	$ -	$ 2,020,000
State Grant (NVTA 30%)	$ -	$ 240,000	$ 170,000	$ -	$ -	$ -	$ -	$ 410,000
State Grant (NVTA 70%) Pending	$ -	$ -	$ -	$ 8,300,000	$ -	$ -	$ -	$ 8,300,000
Local (PAYGO)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local (Debt)	$ -		$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ 538,000	$ 814,000	$ 678,000	$ 8,700,000	$ -	$ -	$ -	$ 10,730,000

Funding Notes: $8.3M application submitted for NVTA 70% to fully fund Park Avenue Great Street project. Reduced scope option available if funding is not identified.
If the NVTA 70% request is awarded, an additional $170K is budgeted for ROW in FY23 to align project schedules.

Prior Year Available Funding: Park Ave Great Street (SmartScale/Local, $998k available), Streetscape Rehab (SmartScale, $800k available)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Enhanced streetscape and new landscaping will require additional maintenance labor and supplies or partnering with property owners.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards, and Downtown POA Small Area Plan inform this program. All of the plans speak to the redevelopment of the Downtown POA into a vibrant, pedestrian-friendly commercial area. The plans call for installation of brick sidewalks, landscaping, energy-efficient street lighting, and undergrounding of utility lines.
Chapter 3, Community Character, Appearance, and Design and Chapter 7, Mobility for all Modes speak specifically to updating the streetscape within the Downtown POA.

Neighborhood Traffic Calming

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City's Neighborhood Traffic Calming (NTC) Program is designed to improve transportation safety in residential neighborhoods and be responsive to neighborhood concerns about traffic conditions. Traffic calming is a procedure designed to improve quality of life and increase safety for pedestrians and bicyclists by reducing motor vehicle speeds and/or volumes. The traffic calming toolbox includes a wide range of measures. This includes informational measures, such as traffic studies and data collection, education, and signage. It also includes physical measures, such as speed humps, street striping, sidewalks, cross walks and curb extensions.

Program funding will be used to provide shared, safe access on neighborhood streets for pedestrians, bicyclists, transit users, and motorists. Project is ongoing around the City but includes intersections and residential streets. Estimated total project cost is currently $1.7 million. Refer to attachment document for project details.

Ongoing and Future projects include:
- Greenway Downs Neighborhood Traffic Calming ($636K)
- Active/In the Queue: Annandale, Gundry, Great Falls area, Oak/Jefferson/Lincoln, Lincoln/West, Noland sidewalk, South Lee, South West St (Est. $1,100,000)

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Local (PAYGO)	$ -	$ -	$ 100,000	$ -	$ 100,000	$ -	$ 200,000	$ 400,000
State Grant (NVTA 30%)	$ 100,000	$ 100,000	$ -	$ 100,000	$ -	$ 100,000	$ 200,000	$ 600,000
Unfunded	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 400,000	$ 1,000,000

Funding Notes: To fully clear pending queue approximately $800k to $1M of funding is needed; Fy2020 budget amendment is being considered by Council for $400K to address a portion of the queue. Then there is ongoing funding from FY22 onward.

Prior Year Available Funding: Great Falls & Little Falls, Annandale & Gundry, Other (NVTA 30%/Local CIE, $178k available), NTC various/Greenway Downs Neighborhood (HSIP, $636K available)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Some modest increase for light solutions such as parking and crosswalk striping or signage replacement. Hard construction costs, such as concrete curbs or bumpouts, will require minimal annual

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards, and Neighborhood Traffic Calming Program Handbook inform this program. The City adopted an updated Neighborhood Traffic Calming Program in November 2011. The Neighborhood Traffic Calming Handbook was adopted in February 2015.

Infrastructure Program - Multimodal Connectivity and Accessibility

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City's transportation network supports multiple modes of travel - automobile, transit, bicycle, and pedestrian. This program invests primarily in the transit, bicycle, and pedestrian components of the City's transportation network. Investing in the multimodal network increases transportation mode choice. Increased travel options can relieve local and regional automobile congestion, improve quality of life, and support economic growth. Ongoing projects include pedestrian improvements, W&OD dual trails and trail crossings, Bikeshare phase 2, and Berman Park greenway crossings. Future projects include landscaping, lighting and plazas to enhance the W&OD trail, and a transit access project in the Greenway Downs area; a new traffic signal at Greenway Blvd, pedestrian crossing improvements on both North and South sides of S Washington, and bus shelters. Bus shelter/stops will conform with the Bus Stop Master Plan.

Ongoing Projects include:

- Pedestrian Crossings Along Broad St at Oak St, Fairfax St, and Berry St (HAWK signals) ($1.6M)
- W&OD Dual Trails ($3.9M, project managed by Nova Parks) & Trail Crossings ($862K)
- Berman Park Greenway ($600K)
- Bikeshare ($2M) and Bikeshare Operating & Maintenance ($500K)

Future Projects include:

-W&OD Park & Greenway Landscape Restoration ($150K), Plazas ($100K) & Lighting (Est. $1.5M, UNFUNDED)
- S Washington Bus Stop Expansion & Access to Transit (Est. $1.575M)

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Federal Grant (SmartScale)	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000
Federal Grant (HSIP)	$ 30,000	$ 499,000	$ -	$ -	$ -	$ -	$ -	$ 529,000
Federal Grant (RSTP)	$ -	$ -	$ -	$ 491,000	$ 448,000	$ 374,000	$ -	$ 1,313,000
Federal Grant (RSTP) Pending	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 1,760,000	$ 2,160,000
State Grant (NVTA 30%)	$ -	$ 30,000	$ -	$ -	$ -	$ -	$ -	$ 30,000
Federal Grant (TAP) Pending	$ -	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 120,000
State Grant (DRPT TDM) Pendi	$ -	$ -	$ 1,575,000	$ -	$ -	$ -	$ -	$ 1,575,000
Unfunded	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000
Total:	$ 680,000	$ 649,000	$ 1,575,000	$ 491,000	$ 448,000	$ 374,000	$ 3,260,000	$ 7,477,000

Funding Notes: W&OD Park & Greenway Lighting Project (master plan adopted 4/11/16) is still UNFUNDED. The S Washington Bus Stop Expansion project is also UNFUNDED but may qualify for future funding from DRPT. Ped Crossings (HAWK signals) may have a funding gap of $400K.

Prior Year Available Funds: Bike Share (RSTP/NVTA 30%, $1.3m available), Ped Crossings Along Broad (HAWK signals)(SmartScale/NVTA 30%, $881k available), W&OD Trail Crossings (TAP/NVTA 30%, $685K available) W&OD Plazas - Veterans Commons (NVTA 30%, $60K available), Walter Mess (NVTA 30%, $40K available), Berman Park (HSIP, $71K available)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Bikeshare operating costs are currently paid with a grant from NVTC that will be available through 2023. The current operating and maintenance cost of the City's bus shelters is estimated at $7,000/year. Including materials and equipment, staff hours for clean up/maintenance crews, and trash/recycling service. 6 new shelters would cost an additional $2,800.

Conformity with Comprehensive Plan and Council Strategic Plan

The City's Mobility for all Modes Plan and Parks for People Plan call for expanding travel mode choice and for specific investments in the City's multimodal transportation network.

WMATA/NVTA Annual Contributions

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

Every year, the City is required to contribute to WMATA for its share of annual operating and capital costs. There are three main funding streams that the City uses to pay for this obligation:
- State Aid received by NVTC and allocated to the City
- Gas Taxes restricted for WMATA by code and received by NVTC
- Local funds (combination of C&IE, 30%, Debt, and other PAYGO funds)

In the past, the City also opted in to debt issued by WMATA to pay for its share of capital costs. The City is required to meet the debt service obligation for this debt.

In addition to the payments to WMATA, the City also has to make a payment to the Commonwealth of Virginia for the newly-established WMATA Capital Fund which was established by law in 2018 (effective FY2019) to provide a dedicated revenue source for a portion of the WMATA Capital Improvements Program. Local WMATA member jurisdictions are required to put in $27.12M total to this WMATA Capital Fund.

The City also has to pay annual operating costs to Northern Virginia Transportation Authority projected at just under $20k. This is also paid out of 30% funds.

The amounts shown in the Capital Funding Plan below shows only the amount required to be locally subsidized by the City, net of the amounts expected to be paid out of the NVTC Trust Fund. The amounts below also reflect increases on the WMATA operating budget that is capped at 3%. WMATA's current proposed budget has an option for increasing the budget for new initiatives by as much as 6.5%. Attached is a schedule of projected obligations to WMATA for the next six years.

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Local (CIE)	$ 1,083,500	$ 1,111,000	$ 1,139,000	$ 1,168,000	$ 1,198,000	$ 1,228,000	$ 6,460,000	$ 13,387,500
Local (PAYGO)	$ 592,500	$ 565,000	$ 537,000	$ 508,000	$ 478,000	$ 448,000	$ 1,920,000	$ 5,048,500
NVTA 30%	$ 717,000	$ -	$ -	$ -	$ -	$ 955,300	$ 6,474,000	$ 8,146,300
Local (Debt)	$ -	$ 906,000	$ 996,000	$ 1,088,000	$ 1,184,000	$ 326,700	$ 200,000	$ 4,700,700
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ 2,393,000	$ 2,582,000	$ 2,672,000	$ 2,764,000	$ 2,860,000	$ 2,958,000	$ 15,054,000	$ 31,283,000

Note that the City can also use NVTA 30% funds if available, to fund the WMATA costs. Capital costs with WMATA that are not paid for by DRPT grants could also be debt-financed. All local (non-NVTA 30%) funds, whether paid for in cash or debt is eligible as C&IE expense. WMATA 5-year subsidy impacts defined in a separate sheet in this work book to track full City cash and debt impacts as well as gas tax and state subsidies.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Debt-financed items will increase operating costs to maintain in good condition long term.

Conformity with Comprehensive Plan and Council Strategic Plan

Comprehensive Plan Mobility for All Modes chapter identified in strategies section (page 18) to “Continue providing financial support to WMATA. Like all transportation systems – pedestrian, bicycle, automobile, and transit – Metrorail and Metrobus require public subsidies to operate. WMATA is subsidized by federal, state, and local dollars. Because of the benefits WMATA provides, it is important that the City continue to pay its share of Metrorail expenses.”

North Washington Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the North Washington Street Planning Opportunity Area (POA) encompasses the northeastern area of the City that surrounds North Washington Street Maple from the City boundary line to Great Falls St.

The North Washington Planning Opportunity Area (POA) program will implement recommended projects from the North Washington Planning Opportunity Area Small Area Plan, adopted by City Council in June 2012. This program will implement multimodal improvements throughout the area.

Future Projects may include:

- N Washington St & Gresham Place intersection improvements and pedestrian crossing, $1.6M (NVTC I-66 grant not awarded)
- N Washington St & Jefferson St intersection improvements and pedestrian crossing, $1.9M
- N Washington St multimodal improvements including pedestrian accessibility, utility undergrounding, and streetscape, $11M

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Unfunded	$ -	$ -	$ -	$ -	$ -	$ -	$ 18,000,000	$ 18,000,000
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ -	$ -	$ -	$ -	$ -	$ -	$ 18,000,000	$ 18,000,000

Funding Notes: FY20 application for $1.6 million in NVTC I-66 Commuter Choice for the N Washington St & Gresham Pl Intersection Improvements Project was not awarded.
Currently unfunded projects with no funding source identified: N Washington & Gresham Intersection, N Washington St & Jefferson Intersection, N Washington Multimodal Improvements

Prior Year Available Funding: N/A

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. New traffic signals and streetscape will increase maintenance responsibilities for Operations when complete. Operating costs to be evaluated as projects are developed.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, North Washington Street Small Area Plan, and Streetscape Standards inform this program. All of the plans speak to the redevelopment of the North Washington Street POA into a vibrant, pedestrian-friendly, commercial area.

West Broad Street Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: New Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the West Broad Street POA runs along West Broad Street between the W&OD Trail to the west and Little Falls Street to the east. The West Broad Street Planning Opportunity Area (POA) Program will implement recommended projects from the West Broad Street Small Area Plan. The plan has been recommended by the Planning Commission and Council adopted the West Broad Street Small Area Plan on April 11, 2016. Projects under this program will implement the vision for this area as more inviting to pedestrians and commercial activity. Projects may consist of streetscape enhancements, accessible pedestrian facilities, traffic calming, landscaping, traffic signal upgrades and other related projects.

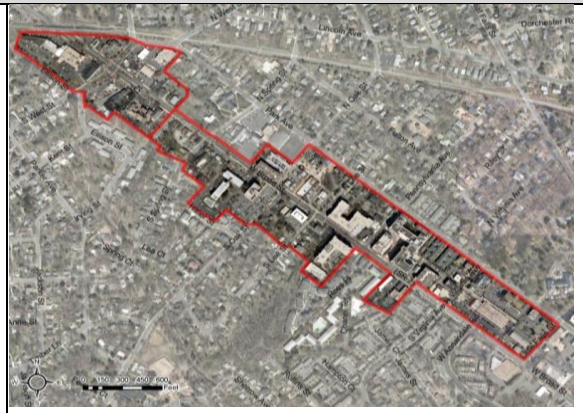
Ongoing Projects include:

-Broad St Multimodal Improvements (est. $3.6M)

Project scope includes sidewalk widening & improvements (including removal of 14 sidewalk obstacles), redesign of intersection geometry at 8 locations, travel lanes narrowed at 5 intersections, curb extensions, and a midblock crossing between Pennsylvania and Virginia Ave.

Future Projects may include:

-Broad St Streetscape (est. $16.5M, unfunded)



Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Federal Grant (RSTP)	$ -	$ 440,000	$ 348,000	$ -	$ -	$ -	$ -	$ 788,000
Federal Grant (Smart Scale)	$ 1,022,000	$ 715,000	$ 262,000	$ -	$ -	$ -	$ -	$ 1,999,000
Unfunded	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,507,960	$ 16,507,960
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ 1,022,000	$ 1,155,000	$ 610,000	$ -	$ -	$ -	$ 16,507,960	$ 19,294,960

Funding Notes: Current total Smart Scale grant awarded to City is $3M for Broad St Multimodal. FY22 and FY23 RSTP funds were programmed to Broad St Multimodal as well, after combining another W Broad project "Pedestrian Access". FY21 RSTP funds are being re-programmed to the Bridges program to fully fund the S Oak Street Bridge replacement project. Broad St Streetscape ($15,428,000) project unfunded, no funding source identified. One year escalation (7%) was added to the cost estimate to ensure the budget remains accurate.

Prior Year Available Funds: Broad St Multimodal Improvements (SmartScale, $1.18M available).

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Enhanced streetscape and new landscaping will require additional maintenance labor and supplies or partnering with property owners.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards, and West Broad Street Small Area Plan inform this program. All of the plans speak to the redevelopment of the West Broad Street POA into a vibrant, pedestrian-friendly commercial area. The plans call for installation of brick sidewalks, landscaping, energy-efficient street lighting, and undergrounding of utility lines. The West Broad Street Small Area Plan defines specific projects to be completed as part of plan implementation.

West Falls Church and Joint Campus Revitalization District

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the West Falls Church and Joint Campus Revitalization District runs along West Broad Street and Haycock Road and includes the schools related parcels, the shopping center owned by Federal Realty Company, and several adjacent parcels. The West Falls Church and Joint Campus Revitalization District Program will implement recommended projects from the Comprehensive Plan, Streetscape Standards, and the forthcoming Small Area Plan. Projects under this program will implement the vision for this area as more inviting to pedestrians and commercial activity. Projects may consist of streetscape enhancements, accessible pedestrian and bicycle facilities, traffic calming, traffic signal upgrades and other related projects.

Ongoing Projects include:

-Haycock Road Pedestrian Crossing ($750K)

Pedestrian HAWK signal on Haycock Road

-Multimodal Transportation Project ($15.7M)

Intersection & signal improvements, ped/bike access improvements, bus stop enhancement and utility relocation/undergrounding along Route 7 and Haycock Road..

Future projects may include:

-West Falls Church/W&OD Access to Transit (Est. $6.9M, NVTA 70% grant application pending)

Safety and accessibility improvements of W&OD trail along Shreve Road

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Federal Grant (BPSP)	$ 50,000	$ 50,000	$ 650,000	$ -	$ -	$ -	$ -	$ 750,000
State Grant (NVTA 70%)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
State Grant (NVTA 70%) Pending	$ -	$ -	$ -	$ 6,900,000	$ -	$ -	$ -	$ 6,900,000
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ 50,000	$ 50,000	$ 650,000	$ 6,900,000	$ -	$ -	$ -	$ 7,650,000

Funding Notes: NVTA 70% application pending for $6.9M. $15.7m NVTA 70% grant awarded in 2018 for the West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project. $750k BPSP grant awarded in 2018.

Prior Year Funds Available: Multimodal Transportation Project ($15.7M NVTA 70% funds awarded in FY20)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

New maintenance responsibilities for Public Works Operations unknown at this time. Operating costs will be evaluated as projects are developed.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards and forthcoming Small Area Plan inform this program. All of the plans speak to the redevelopment of the West Falls Church and Joint Campus Revitalization District into a vibrant, pedestrian-friendly commercial area. The plans call for installation of brick sidewalks, landscaping, energy-efficient street lighting, and undergrounding of utility lines. The forthcoming Small Area Plan will define specific projects to be completed as part of plan implementation.

Transportation Project - Sidewalks and Streetlights

Category: Transportation

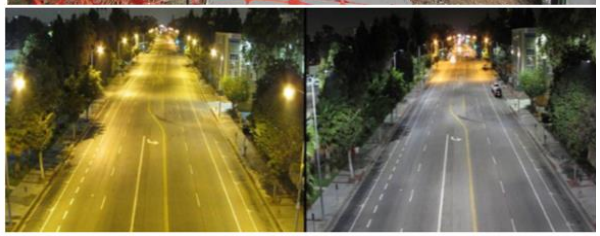
Department Lead: Public Works

Type: New Project

Project Description, Benefit, and Schedule

In urban areas, pedestrian facilities, including sidewalks and safe crossings, are a significant component of the transportation network, allowing residents and visitors to move about freely, efficiently and safely. Although there are connected sidewalks along most of the major corridors in the City, including Broad and Washington Streets, there are many areas where the sidewalk network has significant gaps and missing links. The City is currently working on creating a staff driven, NTC-like program to supplement the existing sidewalk network. Sidewalks included in this program will be new and will connect sidewalks that "go to nowhere" or abruptly end at intersections, leaving gaps in the sidewalk along a street. The current focus of projects will be shorter sections of sidewalks that end in such a way they leave parts of a neighborhood unserved due to gaps and brupt endings as well as ADA compliance. The longer term focus will be to add new sidewalks so that high use streets have a sidewalk on both sides of the street.

Streetlighting helps provide a safe environment for pedestrians, bicyclists, and motorists. Replacing the 1100 existing lights (streets and parks) with LEDs will provide more reliable lighting with lower operating and maintenance costs. LED streetlights last five times longer than high-pressure sodium bulbs and consume 75 percent less energy, improving both sustainability and resilience. LED streetlighting has already been installed at 139 locations on Washington and Broad Streets, and adjacent to several recent private development projects. Upgrading all of our remaining street lights will cost between $190,000 to $350,000 (depending on the style(s) selected) under our current contracts/agreements with Dominion. The payback period on this cost is 4.2 to 12.5 years and will save the City approximately $44,000 per year in energy usage.



Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Local (PAYGO)	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 400,000	$ 1,000,000
Unfunded	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TBD	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total:	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 400,000	$ 1,000,000

Funding Notes: Local PAYGO funds allocated to this new program in the FY21 budget were allocated to Project Development and Pre-scoping in the previous budget. Funds have been temporarily reprogrammed to develop this new program in FY21, but future funding sources are still unknown, therefore the years FY22-30 are currently "Unfunded".

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

These funds will help develop the new Sidewalks and Streetlights program, inspired by 2019 Council action creating a sidewalk "improvement" fund, and by neighborhood petitions for accessibility and connectivity. Future impact on operating costs for sidewalks is unknown at this time. The City will save an estimated $44,000 per year by upgrading its streetlights to LED, once initial costs have been recovered.

Conformity with Comprehensive Plan and Council Strategic Plan

Mobility for all Modes calls for a Pedestrian Facilities Program and ADA Transition Plan that enables the City to requests for pedestrian safety and accessibility such as crosswalks and signage, addresses known ADA deficiencies in the pedestrian network, and addresses sidewalk obstacles, to achieve Walk-Friendly status." (page 8).
The replacement of streetlights with low-energy LED lighting is the continuation of an existing program described in the Climate, Air and Energy section of Environment for Everyone (page 11), and supports the goal of enhancing livability, sustainability and resilience (page 10). It also improves public safety, including pedestrian safety and accessibility.

Transportation Project/Grant Development (non-CIP)

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

These funds will allow staff to develop detailed scope of works and cost estimates for potential grant funded projects as well as preparing and monitoring grant applications. It may also pay for professional consulting services for project cost estimating and scoping. Currently this work is paid for by the General Fund or not done due to lack of resources.

Accuracy in grant applications is important for smooth project implementation. Lack of accuracy in project cost estimates can cause funding deficits and project delays. Current regional construction costs are escalating at 4.2% per year. In this aggressive climate, even 6 month delays can increase project budgets by tens of thousands of dollars. Accurate scoping is also critical for grant award competitiveness. For tracking of 30% funding and connection to transportation projects this is shown in the CIP but it is operational activity so final budget methodology may differ.

	Cost Estimate						Page 2
	Description	Qty	Price	UM	Draw	Me	Total
51	SITE PREPARATION						
52	• Rough Stake	1	125.00	Lump Sum	0.00	125.00	125.00
53	• Clearing, Grading, Hauling	6	115.00	Hour	0.00	690.00	690.00
54	• Fill Dirt	5	75.00	Load	375.00		375.00
55	• Locate Corners	1	275.00	Lump Sum	275.00		275.00
56					0.00		0.00
57	TOTAL SITE PREP (LINES 52-55)				650.00	815.00	1,465.00
58							
59	FOOTINGS						
60	• Layout, Dig, and Pour	225	1.10	LF	247.50		247.50
61	• Steel	45	5.40	EA	243.00		243.00
62	• Concrete	15	115.00	CY	1,725.00		1,725.00
63	• Drains				0.00		0.00
64	TOTAL FOOTINGS (LINES 60-63)				2,215.50	0.00	2,215.50
65							
66	FOUNDATIONS						
67	• Concrete		115.00	CY	2,300.00		2,300.00
68	• Brick				0.00		0.00
69	• Block				0.00		0.00
70	• Mortar				0.00		0.00
71	• Sand	5	85.00	CY	425.00		425.00
72	• Steel	75	5.40	EA	405.00		405.00
73	• Vents				0.00		0.00
74	• Damp Proofing	1	375.00	Lump Sum	375.00		375.00
75	• Backfill				0.00		0.00
76	• Labor	1	1,000.00	Lump Sum	0.00	1,000.00	1,000.00
77	• Foundation Survey	1	475.00	Lump Sum	475.00		475.00
78					0.00		0.00
79	TOTAL FOUNDATIONS (LINES 67-77)				3,980.00	1,000.00	4,980.00
80							
81	PAGE TOTALS (LINES 57, 64, 79)				6,845.50	1,815.00	8,660.50

EXAMPLE

Capital Funding Plan

Funding Source	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027-30	10-YR Total
Local (PAYGO)	$ -	$ 100,000	$ -	$ 100,000	$ -	$ 100,000	$ 200,000	$ 500,000
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
								$ -
Total:	$ -	$ 100,000	$ -	$ 100,000	$ -	$ 100,000	$ 200,000	$ 500,000

Funding Notes: NVTA 30% funds are applicable for preparation of grant applications. Local PAYGO funds were re-allocated in the FY21 budget to the new Sidewalks & Streetlights program. Funds have been temporarily reprogrammed to develop this new program in FY21; Prior Funding: FY20 included $100K.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

These funds will reduce overhead of processing grant documents and prescoping costs currently incurred by the General Fund. Inaccurate cost estimates have caused funding issues and consequent project delays in the past. Project delays can cost tens of thousands of dollars (due to escalating construction costs) so eliminating this risk could potentially save the City money in the future.

Conformity with Comprehensive Plan and Council Strategic Plan

All transportation grants the City applies for must conform with either the adopted CIP, Council priorities, the City's Comprehensive Plan, or all of the above.