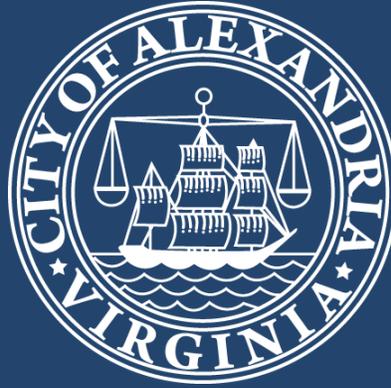


ATTACHMENT



# QUARTERLY CAPITAL PROJECT STATUS REPORT

FY 2022—Third Quarter

May 24, 2022

PREPARED BY THE OFFICE OF MANAGEMENT & BUDGET

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## Executive Summary

### Report Overview

The **FY 2022 Third Quarter (through March 31, 2022)** Capital Projects Status Report includes:

- Summary details and updates on all active City Category 2 and Category 3 capital projects;
- Detailed status reports for select Category 2 and Category 3 projects; and
- Summary financial information on all Category 1 projects.

Full status report updates are not provided for Category 1 projects, as these on-going capital projects are designed to provide annual funding to preserve and improve existing capital assets. Also, not included are Alexandria City Public Schools (ACPS) capital projects. ACPS produces a quarterly capital projects status report which can be found at: <http://www.acps.k12.va.us/>.

Project Categories	
CATEGORY 1	Ongoing maintenance for an existing asset or Capital Facilities Maintenance Program (CFMP)
CATEGORY 2	Large periodic or cyclical renovations
CATEGORY 3	New or expanded facilities or level of service

For all active Category 2 & 3 projects, project managers are required to identify the project’s status, as of the end of the reporting quarter. The five project status are defined as follows:

- **Initiation:** Work related to the primary scope of work in the project has not started. For example, this could be due to seasonal schedules or coordination with other entities, funding sources or grants that result in specific start dates in later quarters, or other projects have been a higher priority.
- **Planning/Design:** Planning and design work of the project has started. This could include reviewing the project scope, conducting feasibility studies, permitting, interdepartmental or interagency coordination, beginning planning or design, acquiring land for a construction project, etc. The project is still in this phase during the project solicitation process.
- **Implementation:** Work towards completing the primary scope of work has started. Construction has begun, equipment has been received and is being installed, a master plan is being updated, etc. Work has started on implementing what City staff communicated to City Council regarding the primary scope of work when funding was approved.
- **Pending Close-Out:** The defined/primary scope of work has been completed. Staff is reviewing punch list items, ensuring invoices have been paid and grant reimbursements have been submitted and received, etc. There should be no more work on the project except in cases where additional items surface during final project review (punch-list items) that are related to the initial scope of work.
- **Close-Out:** The final invoices have been paid, reimbursements (if applicable) received, and work is complete. The project will be removed from the subsequent Quarterly Status Report. Any remaining balances will be assumed to be available to fund future capital improvements and prioritized as part of the annual CIP budget development process.

Additionally, detailed project summaries have been included for some of the more significant projects currently active in the City. These projects include many of the City’s large infrastructure projects and those that had an active public engagement process as part of the planning of the project.

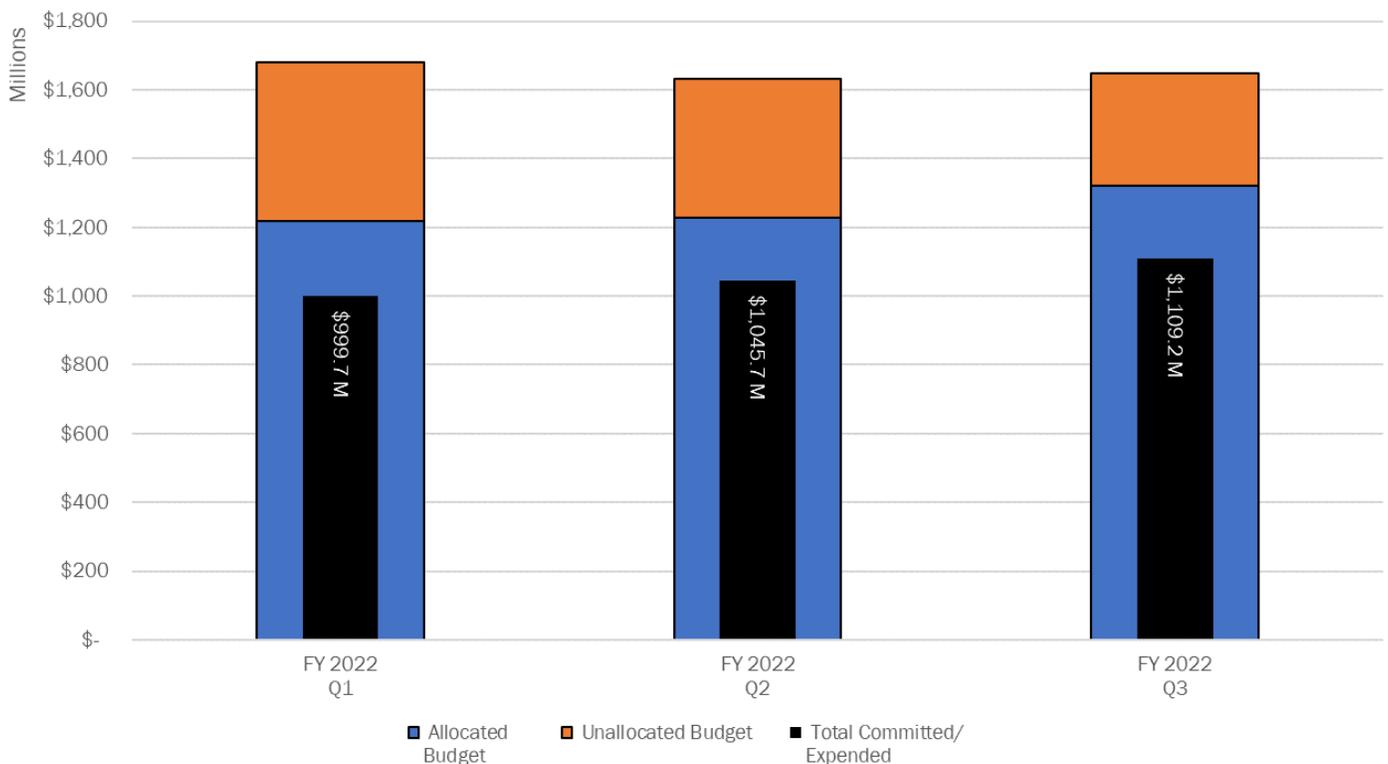
**Budget and Financial Information Review**

The total City Council appropriated budget for all projects for all years contained in this report is **\$1.65 billion**. Approximately **67.4% (\$1.11 billion)** of all appropriated funding for the projects included in the quarterly status report has been expended or contractually committed leaving the available projects balance of **\$537.6 million** as of **March 31, 2022**.

**Allocated vs. Unallocated Funds**

In the City’s capital budgeting and management procedures, projects are required to go through the capital allocation process to transfer appropriated capital funds to individual projects. This allows City budget and finance staff to monitor the progress of projects and ensure that project activities are most appropriately aligned with funding sources available for each project. After completing this process, capital funds are considered “allocated.” Funds/projects that have not gone through this process yet are considered “unallocated.” Capital project managers submit allocation requests to the Office of Management & Budget on a monthly basis.

The chart below provides a summary of appropriated capital funds tracked in this quarterly status report (separated by allocated and unallocated funds) and the amount that has been committed or expended as of **March 31, 2022**.



At the end of the **third** quarter of **FY 2022**, active projects had combined project balances of **\$537.6 million**. The table below compares project balances at the end of the last three fiscal quarters.

Available Project Balances				
	End of 1st Quarter (FY 2022)	End of 2nd Quarter (FY 2022)	End of 3rd Quarter (FY 2022)	
Category 2 & 3 [1]	\$486,201,994	\$399,359,856	\$380,621,087	
Category 1	\$195,570,544	\$188,364,841	\$156,941,637	
<b>Totals</b>	<b>\$681,772,538</b>	<b>\$587,724,697</b>	<b>\$537,562,724</b>	

ORG(s)		Project Name				CIP Page #
43301600; 50412089		Waterfront Small Area Plan Implementation (w/ Construction Funding)				10.16
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
14,467,462	26,954,186	41,421,648	3,073,988	9,738,975	28,608,685	80,000,000
Managing Department(s)	Planning & Zoning (P&Z)/Transportation & Environmental Services (T&ES)/Recreation, Parks & Cultural Activities (RPCA)/Project Implementation (DPI)					
Project Description	This project provides funding for the implementation of infrastructure associated with the Alexandria Waterfront Small Area Plan approved by City Council in January 2012, including the documents: Waterfront Landscape Architecture and Flood Mitigation Project Design and Engineering, Utility Master Plan, Union Street Corridor Recommendations and King and Union Street Improvements.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021/4Q	FY 2022/1Q	FY 2022/2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2030/4Q	FY2030/4Q	FY2030/4Q	FY2030/4Q	
Estimated Project Cost	\$102M**	\$102M**	\$102M**	\$105.24M*/**	
Reason for Changes	**Project budget increased by the amount of the \$3.24M DCR Grant applied for in October 2021 and awarded in January of 2022. DPI also applied for a \$50M FEMA BRIC grant in October 2021 for which a determination is pending and anticipated July 2022.				
* Project funding in the FY21-2030 Council Approved CIP is \$102 million which represents ~50% of the 2020 cost estimate for the baseline project. Design optimization and alternatives have been developed in coordination with the Waterfront Commission Flood Mitigation Committee in support of a preferred cost-based alternative that can be delivered within the budgeted funding. Project team is assessing eligibility for additional state and federal grants in support of the project. Staff does not anticipate any additional changes or new CIP funding in FY23 budget as proposed by the City Manager.					

Waterfront Small Area Plan Implementation (continued)

FY 2022 Project Status – 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
<p>The project team completed an extensive cost-based alternatives development and evaluation process to select a preferred alternative which is anticipated to be affordable within the current budget funding. The alternatives development process included extended civic engagement, including three Waterfront Commission meetings, ten Waterfront Commission Flood Mitigation Committee Meetings, and two Parks and Recreation Commission Meetings in addition to engagements with other stakeholder groups. The project team conducted several additional planning and pre-design site investigations which will be used during any applicable NEPA process and which shall be provided for reference and reliance to the engineer of record (updated existing conditions survey, Phase 1 and Phase 2 ESA, PAA for Founders Park, additional geotechnical testing and groundwater monitoring, etc.). The Owner-Advisor team completed an evaluation of all relevant project delivery methods and validated that the Progressive Design-Build (PDB) delivery method will provide the maximum value, benefit, greatest ability to manage risk, and flexibility to the City given the project alternatives, project risks, and the continued risk of rapidly escalating costs. The team issued a recommendation to the Purchasing agent, which was accepted, to use the PDB alternative project delivery method under the state and City's enabling legislation.</p>	<p>Flood Mitigation Subcommittee submits formal recommendations to Waterfront Commission in support of the preferred project alternatives (April). Waterfront Commission to consider endorsement of Flood Mitigation Committee Recommendations (May). DPI to develop, and Purchasing to issue, a formal Request for Industry Information (April) in support of the development of the Progressive Design-Build contract documents (RFQu and RFP) which are anticipated to be advertised in ~August 2022. Team finalizes Geotechnical Design Report and commences development of the Conceptual Design Report and the RFQu/RFP. Team makes go/no go decision on making application to additional grant programs. Team continues development of a backflow prevention strategy which could be implemented prior to full design and construction of the project alternatives.</p>

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Planning/Design
FY 2019	Planning/Design
FY 2018	Planning/Design
FY 2017	Planning/Design
FY 2016	Planning/Design
FY 2015	Planning/Design
FY 2014	Planning/Design
FY 2013	Planning/Design

ORG(s)		Project Name				CIP Page #
44801686		Athletic Field Improvements (incl. Synthetic Turf)				11.10
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
9,944,512	-	9,944,512	73,889	6,974,293	2,896,330	22,188,000
Managing Department(s)	Recreation, Parks & Cultural Activities (RPCA)					
Project Description	This project provides funding for the conversion of existing natural turf fields to synthetic turf, the life-cycle replacement of carpets on existing synthetic turf fields, and the renovation of natural athletic fields including regrading and replacing facilities. Consistent with the Athletic Field Strategy Study approved by City Council in 2009, this project addresses the community need to increase the number of playfields for the growing active youth and adult populations.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design		X	X	X	
Implementation	X				
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	The Armistead L. Boothe Park Synthetic Turf Conversion Project is currently underway in the design phase.				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
The Armistead L. Boothe Synthetic Turf Conversion Project design team has completed the necessary revisions from the 90% regulatory plan submission. The design team began preparations for the 100% plan and specification submission.	The 100% plans and specifications will be submitted and approved. Preparation of the construction bid documents will begin.

ORG(s)		Project Name				CIP Page #
44802528		Citywide Parks Improvements Plan				11.43
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
12,323,632	10,000	12,333,632	871,534	779,925	10,682,173	3,169,800
Managing Department(s)	Recreation, Parks & Cultural Activities (RPCA)					
Project Description	The City's six citywide, multi-use parks serve as the core of Alexandria's park system, offering outdoor opportunities for all residents that range from natural areas and walking trails to athletic fields. Yet, these parks have deteriorated from overuse and lack of sustained investment. As findings from the Citywide Parks Improvements Plan (2014) show, there are incremental changes necessary for the sites to remain relevant open spaces that meet community needs. The six citywide parks are Ben Brenman Park, Chinquapin Park, Eugene Simpson Stadium Park, Four Mile Run Park, Holmes Run Park and Greenway, and Joseph Hensley Park. Through recent community outreach, RPCA has prioritized the needs in each park. Funding through FY 2022 will upgrade Joseph Hensley Park and fund the design phase of the Eugene Simpson Stadium Park Renovation.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design		X	X	X	
Implementation	X				
Pending Close-Out					
Close-Out					
Reason for Changes	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2030/4Q	FY2031/4Q	FY2031/4Q	FY2031/4Q	
Estimated Project Cost	\$10.4M*	\$11.6M*	\$11.6M*	\$11.6M*	

\*Project funding in the FY 2022-2031 City Council Approved CIP and including prior year funding is \$11.6 million. This does not represent total project cost; only funding that has been included in the adopted CIP.

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
<p>The 90% design plans and specifications for the Joseph Hensley Park renovation were submitted for regulatory review. Comments on the plans were received and the design consultant team met with staff teams to clarify final edits. The consultants began revisions in preparation of the 100% plan submission.</p> <p>The project kick-off for the Eugene Simpson Stadium Park renovation project was conducted in January. The design consultants began survey and site analysis. Initial schematic sketches were reviewed with City staff in preparation of the initial community engagement meeting.</p>	<p>The 100% design plans and specifications for Joseph Hensley Park are anticipated to be submitted and approved. Development of the construction bid documents is anticipated to begin.</p> <p>The schematic design sketches for the Eugene Simpson Stadium Park renovation will be shared with the Park and Recreation Commission as the first component of the community engagement process. Engagement with City staff and the community will continue throughout the reporting period.</p>

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning
FY 2020	Planning
FY 2019	Planning
FY 2018	Planning

ORG(s)		Project Name				CIP Page #
44802955		Holmes Run Trail Repairs				11.16
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
1,526,017	4,500,000	6,026,017	1,115,468	145,426	4,765,123	-
Managing Department(s)	Recreation, Parks & Cultural Activities (RPCA)/Project Implementation (DPI)					
Project Description	This project consists of the design of a repair plan and the implementation per the approved plan to repair and reconstruct portions of the Holmes Run Trail which were damaged during the July 8, 2019 flood event. The project will mitigate flood vulnerabilities of the trail and allow the City to reopen closed sections of the trail for public use.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2024/3Q	FY 2024/3Q	FY 2024/3Q	FY 2024/3Q	
Estimated Project Cost	\$6.0M	\$6.0M	\$6.0M	\$6.0M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Design contract awarded for the three damaged sections - Dora Kelley; Morgan St. Cul-de-sac; Ripley Crossing. A pre-design meeting was held and surveys and inspections began. Jurisdictional features were identified by the consultant within the project limits for the Joint Permit Application (JPA). 4600 Duke St bridge replacement and slope stabilization: The design consultant completed the geotechnical investigation. Staff received and reviewed 30% design documents.	The three damaged sections: The design consultant to finalize the surveying work. Staff to receive and review 30% design documents. Inspections, analysis and permit application development will continue. 4600 Duke St bridge replacement and slope stabilization: Staff to receive 90% design documents. 100% design is anticipated to be complete during this period as well. Staff will begin working on the construction procurement.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Pre-Implementation

ORG(s)		Project Name				CIP Page #
44801661		Windmill Hill Park Improvements				11.34
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
7,009,000	-	7,009,000	6,446	6,195,933	806,621	5,646,100
Managing Department(s)	Project Implementation (DPI)/Recreation, Parks & Cultural Activities (RPCA)					
Project Description	Phase I of this project funds the complete replacement of the existing bulkhead at Windmill Hill Park with a living shoreline and other improvements associated with the Windmill Hill Park Master Plan. Phase II of this project addresses the complete replacement of the playground and ADA accessibility.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X*	X*	X*	X*	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	*Project Status reported is for Phase II of this project.				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2025 - Q3				
Estimated Project Cost	\$6.6M	\$6.6M	\$6.6M*	\$6.6M*	
Reason for Changes from Previous Report	N/A				
*Estimated cost for Phase II design and construction. Cost estimate will be revised in design phase based on ongoing cost escalation and/or any further delay due to funding timeline. Construction funding of \$5.6M is included in the Proposed FY 2023- 2032 CIP Budget.					

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Project placed on hold until additional funding for Phase II construction is available. Construction funding of \$5.6M is included in the Proposed FY 2023- 2032 CIP Budget.	Construction funding is approved in the FY 2023 CIP Budget. Proceed with finalizing the scope of work for the design contract.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Close-Out / Initiation
FY 2019	Pending Close-Out
FY 2018	Implementation
FY 2017	Implementation
FY 2016	Planning/Design
FY 2015	Planning/Design
FY 2014	Pre-Implementation
FY 2013	Pre-Implementation
FY 2012	Pre-Implementation
FY 2011	Pre-Implementation
FY 2010	Pre-Implementation
FY 2009	Pre-Implementation
FY 2008	Pre-Implementation

ORG(s)		Project Name				CIP Page #
45342086		City Hall Renovation and HVAC Replacement				12.9
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
9,703,820	3,500,000	13,203,820	311,999	5,997,017	6,894,804	60,000,000
Managing Department(s)	General Services (DGS)					
Project Description	This project is for the renovation of City Hall to include immediate structural repairs; space programming; design of the interior, HVAC, and exterior façade; swing space and relocation; construction; and moving departments back from swing space.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	FY 2022 - 4Q
Initiation		X	X	X	
Planning/Design					
Implementation	X				
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	Phase I exterior façade and immediate structural repairs completed FY 2021 - 4Q. Space programming and interior design to be restarted in FY 2023 - 1Q				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	FY 2022 - 4Q
Estimated Substantial Completion	FY2024 - 4Q	FY2025 - 4Q	FY2025 - 4Q	FY2025 - 4Q	
Estimated Project Cost	\$41.1M	\$63.8M	\$63.8M	\$63.8M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress through March 31, 2022	Anticipated Progress through June 30, 2022
Project placed on hold again due to budget shift into FY 2025.	Phase II Exterior for remedial repairs to roof, gutters, windows and doors initiated. Staff is looking at options for restarting planning process.

Project Status History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Implementation
FY 2019	Implementation
FY 2018	Implementation
FY 2017	Implementation
FY 2016	Planning Design
FY 2015	Planning/Design
FY 2014	Planning/Design
FY 2013	Planning/Design

ORG(s)		Project Name				CIP Page #
45342351		Fire Station 203 (Cameron Mills)				12.50
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
12,573,610	-	12,573,610	34,891	12,066,794	471,925	-
Managing Department(s)	General Services (DGS)					
Project Description	This project is for the design, demolition, and rebuild of Fire Station 203 at Cameron Mills, including the design and build of a temporary fire station. Temporary station removal and street restoration are required for closeout.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation					
Pending Close-Out	X	X	X	X	
Close-Out					
Reason for Changes from Previous Report	Certificate of Substantial Completion for Phase 3 issued 1Q. Phase 4, Final Site Work completed in 2Q.				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2022/1Q	FY2022/1Q	FY2022/1Q	FY2022/1Q	
Estimated Project Cost	\$11.9M	\$11.9M	\$11.9M	\$11.9M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress through March 31, 2022	Anticipated Progress through June 30, 2022
Building is in Warranty Period through 3Q. List of remedial repairs generated for corrective action.	All Warranty Repairs to be completed by 4Q along with Final Close-Out.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Pending Close-Out
FY 2020	Implementation
FY 2019	Implementation
FY 2018	Design
FY 2017	Design
FY 2016	Initiation

ORG(s)		Project Name				CIP Page #
45342739; 45342873		Witter/Wheeler Campus (includes ACPS Transportation Facility)				12.30
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
596,000	960,000	1,556,000	20,800	325,321	1,209,879	32,000,000
Managing Department(s)	General Services (DGS)					
Project Description	The purpose of this project is to develop a feasibility study and campus master plan to determine the highest and best use given all City needs to strategically reconfigure the 43.8 acre site in advance of funding for Capital Improvement Projects (CIP).					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2022/1Q	FY2022/3Q	FY2022/4Q	FY2023/1Q	
Estimated Project Cost	\$210k	\$210k	\$210k	\$210k	
Reason for Changes from Previous Report	Effective coordination with internal stakeholders, Departments and ACPS will extend project schedule into FY 2023.				

FY 2022 Project Status - 3rd Quarter	
Progress through March 31, 2022	Anticipated Progress through June 30, 2022
Draft Master Plan reviewed by management and highest priority issues were identified for follow-up and resolution.	Master Plan will be widely distributed to all stakeholders for corrections, and comments. Final edits and publication are planned for FY2023 - 1Q

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Implementation
FY 2019	Implementation
FY 2018	N/A

ORG(s)		Project Name				CIP Page #
58412860, 50413033		DASH Facility and Fleet Expansion				13.7
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
13,437,161	5,421,000	18,858,161	-	9,356,996	9,501,165	16,209,000
Managing Department(s)	Transportation & Environmental Services (T&ES)/Department of General Services (DGS)					
Project Description	This project will expand and upgrade the existing William B. Hurd Transit Facility to accommodate up to 45 additional buses to support the transition to a zero-emission electric bus fleet and to purchase 26 new buses for expanded DASH services. The project has three separate grant funding sources. For ATC, this is the most significant capital project since the construction of the current transit facility.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2025/4Q	FY 2025/4Q	FY 2025/4Q	FY 2025/4Q	
Estimated Project Cost	\$35.1M	\$35.1M	\$35.1M	\$35.1M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Pre-design process has initiated as of January 2022. Consultant WRA has been contracted to provide pre-design service for up to 30% design for the DASH Facility Expansion and Electric Bus Yard. As of March 31 <sup>st</sup> , the following has been completed: Kickoff and programming, site visit, existing document review.	The following is anticipated to be completed: site and building survey, internal stakeholder charette, assemble feasibility assessment report, concept development, design workshop, geotechnical investigation.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Planning/Design
FY 2019	Pre-Implementation

ORG(s)		Project Name				CIP Page #
51411826; 51411845		King Street Metrorail Station Area Improvements				13.10
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 22-30)
17,904,381	6,014	17,910,395	2,745,302	14,737,036	428,056	-
Managing Department(s)	Transportation & Environmental Services (T&ES), Project Implementation (DPI)					
Project Description	This project will completely rebuild the bus loop and current kiss-and-ride lot to better accommodate pedestrians, cyclists, vehicles, and buses more efficiently and more safely.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X			
Pending Close-Out			X	X	
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2022/3Q	FY2022/3Q	FY2022/3Q	FY2022/3Q	
Estimated Project Cost	\$14.3M	\$14.3M	\$14.3M	\$14.3M	
Reason for Changes from Previous Report	Continued delays in completing the remaining construction elements requires the City to extend the contract for Construction Management and Inspections Services and Project Close-out. Substantial completion was achieved in February 2022.				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Contractor achieved substantial completion in Feb. 2022. The City issued the punch list to the contractor on Feb. 9. Contractor began completing punch list items.	Contractor will work to complete remaining punch list items including concrete crack sealing, concrete steps replacement, and addressing kiss and ride shelter issues. City to extend Construction Management and Inspections Services contract. Project construction completion is anticipated to be achieved. Project close out will be dependent on the Contractor providing all required close out documentation.

*King Street Metrorail Station Area Improvements (continued)*

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Implementation
FY 2019	Implementation
FY 2018	Planning/Design
FY 2017	Planning/Design
FY 2016	Planning/Design
FY 2015	Planning/Design
FY 2014	Planning/Design
FY 2013	Planning/Design
FY 2012	Planning/Design
FY 2011	Planning/Design
FY 2006 - FY 2008	Planning/Design

ORG(s)		Project Name				CIP Page #
50411784; 50412199; 58412470		Potomac Yard Metrorail Station				13.11
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
320,506,657	64,560,000	385,066,657	758,237	258,598,781	125,709,638	-
Managing Department(s)	Project Implementation (DPI)					
Project Description	This project provides studies, planning, and construction of a new Metrorail infill station at Potomac Yard. Active construction of the station is underway at this time.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2023/2Q*	FY2023/2Q	FY2023/2Q	FY2023/2Q	
Estimated Project Cost	\$370M	\$370M	\$370M	\$370M	
Reason for Changes	*WMATA informed City of expected delay due to Automatic Train Control redesign.				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Active construction on all elements of the project continued. The Contractor submitted an amendment to the JPA based on the reduced wetland disturbance achieved from Contractor implemented strategies. WMATA and the Contractor worked to finalize Automatic Train Control (ATC) plans. WMATA announced the six-week shut down to accommodate the cut-over activity starting September 10. During this shut down of the blue and yellow lines the Contractor will cut the existing tracks and “throw” the new tracks that will run through the Potomac Yard station. The Contractor submitted their Time Entitlement Analysis (TEA). The City’s consultant began reviewing the TEAs as did WMATA’s review team. WMATA issued a change order formally adding the construction of the east side retaining wall to the project. The City reached a purchase agreement on the property identified by the National Parks Service (NPS) (Land Exchange Agreement). Staff continued to post construction updates and conduct PYMIG meetings.	Active construction on all elements of the project will continue, including erection of the south pedestrian bridge spans. The main station pedestrian span deck was poured the first weekend in April. Piles installation for the support of excavation of the east side retaining wall will continue. Elevators and escalator testing underway. South pavilion steel was erected in early April and the edge granite along the platform will be installed. Cut-over coordination between WMATA and the Contractor will intensify, to ensure all parties are ready for the September 10 cut over date (the start of the activity where the Contractor will cut the existing tracks and “throw” the new tracks that will run through the Potomac Yard station). WMATA released their public announcement in April regarding the summer shut schedule. WMATA will continue to provide updates to the public and the City will continue to be a part of this effort. WMATA and the City will continue review of the Contractor’s Time Entitlement Analysis (TEA). NPS will begin their notification process for the land transfer associated with the Land Exchange agreement between the City and NPS. Closing on the subject property with NPS is anticipated FY2023/3Q. Staff will continue to provide construction updates and conduct PYMIG meetings.

## Potomac Yard Metrorail Station (continued)

Glossary	
JPA	Joint Permit Application
VDEQ	Virginia Department of Environmental Quality
A/C	Alternating Current
PYMIG	Potomac Yard Metrorail Implementation Work Group

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Implementation
FY 2019	Implementation
FY 2018	Planning/Design
FY 2017	Planning/Design
FY 2016	Planning/Design
FY 2015	Planning/Design
FY 2014	Planning/Design
FY 2013	Planning/Design
FY 2012	Planning/Design
FY 2011	Planning/Design
FY 2010	Planning/Design
FY 2008	Initiation
Pre - FY 2008	Pre-Initiation

ORG(s)		Project Name				CIP Page #
58412440; 58412841		Transit Corridor "B" - Duke Street				13.17
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
4,190,000	8,000,000	12,190,000	190,408	448,904	11,550,688	75,000,000
Managing Department(s)	Transportation & Environmental Services (T&ES)/Project Implementation (DPI)					
Project Description	This project will include planning/environmental design and construction of a Bus Rapid Transitway along Duke Street between the King Street Metro Station and Landmark Mall. The project is anticipated to be implemented in phases, which will be determined through the Civic Engagement and conceptual design phases of the project.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2028/4Q	FY 2028/4Q	FY 2028/4Q	FY 2028/4Q	
Estimated Project Cost	\$116M	\$116M	\$116M	\$116M	
Reason for Changes	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Procurement of planning/design vendor. Notice to Proceed awarded 3/31/22. Finalizing Phase 1 tasks-Public engagement and visioning.	Phase 2-Planning and Design kick-off. Phase will last approximately 18 months. Ad Hoc Advisory Group first two meetings will be held, focusing on project introduction, Phase 2 Vision and Guiding Principles, and initial review of 2012 Council adopted Preferred Alternative and options for additional alternatives for consideration. Recommended changes to 2012 plan, if any, will be presented to Council in fall of 2023.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Initiation
FY 2019	Pre-Implementation

ORG(s)		Project Name				CIP Page #
50412093; 58412523		Transit Corridor "C" - West End Transitway				13.18
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
5,347,779	8,271,388	13,619,167	1,030,000	2,296,222	10,292,945	61,228,609
Managing Department(s)	Transportation & Environmental Services (T&ES)/Project Implementation (DPI)					
Project Description	This project will construct a 4-mile segment of high capacity Transitway corridor between the Van Dorn Street Metrorail station and the border with Arlington to the north. The alignment will run generally along Van Dorn and Beauregard streets. The project will be designed and constructed in two phases. Phase I consists of Transportation System Management (TSM) along Van Dorn and Beauregard streets. Phase II consists of the transit station within the Southern Towers development.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation	X	X	X	X	
Planning/Design					
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	Phase I FY 2027 - 1Q	Phase I FY 2027 - 1Q	Phase I FY 2027 - 1Q	Phase I *FY 2028- 1Q	
Estimated Project Cost	\$73.0M	\$73.0M	\$73.0M	\$73.0M	
Reason for Changes from Previous Report	*Extended procurement duration of design services.				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Phase I - Continued the procurement of a design consultant. The City conducted several negotiation sessions with the top ranked firm.	Anticipate awarding contract and issuing Notice to Proceed for design services. Project kick-off meeting anticipated to be conducted late June/early July.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Initiation
FY 2020	Initiation
FY 2019	Initiation
FY 2018	Initiation
FY 2017	Initiation
FY 2016	Initiation
FY 2015	Initiation
FY 2014	Initiation

ORG(s)		Project Name				CIP Page #
51411829		Complete Streets				13.24
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
10,417,325	251,578	10,668,903	922,584	9,010,033	736,286	7,346,000
Managing Department(s)	Transportation & Environmental Services (T&ES)					
Project Description	This program funds capital infrastructure improvements to the non-motorized transportation network, including sidewalks, curbs, pedestrian crossings, on-street bicycle facilities, bicycle parking, and access ramps throughout the City.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
<p>Projects included in the Complete Streets program umbrella are in various stages of development. Below are key examples of progress made in FY22 Q3:</p> <ul style="list-style-type: none"> <li>Began conceptual design for the Mount Vernon Avenue North project.</li> <li>Continued planning and began community outreach for the Polk Avenue Sidewalk Project.</li> <li>Completed design for the Leslie Avenue Sidewalk Project.</li> <li>Achieved 30% design for the Potomac Avenue/Glebe Road Intersection Safety Improvements Project.</li> <li>Passed an ordinance to allow for neighborhood slow zones as low as 15 miles per hour.</li> <li>Initiated design for the Neighborhood Slow Zone Pilot.</li> <li>Implemented new Leading Pedestrian Intervals.</li> <li>Completed an updated Citywide Crash Analysis.</li> <li>Completed the Vision Zero Annual Report for 2021.</li> <li>Submitted grant applications to the MWCOG Transportation-Land Use Connections Program, the MWCOG Regional Roadway Safety Program, and the Virginia Smart Scale Program (pre-application).</li> <li>Began offering bicycle safety classes for the 2022 season.</li> </ul>	<p>The following activities are expected in FY22 Q4:</p> <ul style="list-style-type: none"> <li>Conduct community outreach and select a preferred design alternative for the Mount Vernon Avenue North project.</li> <li>Complete planning, outreach, and design for the Polk Avenue Sidewalk Project.</li> <li>Acquire an easement for the Leslie Avenue Sidewalk Project</li> <li>Achieve 60% design for the Potomac Avenue/Glebe Road Intersection Safety Improvements Project.</li> <li>Achieve 30% design for the Neighborhood Slow Zone Pilot and perform community outreach.</li> <li>Implement new Leading Pedestrian Intervals and No Turn on Red restrictions.</li> <li>Install new speed feedback signs to mitigate speeding on key corridors.</li> <li>Install new Rectangular Rapid Flashing Beacons to improve safety at uncontrolled crossings.</li> <li>Conduct an evaluation of the Seminary Road Complete Streets Project.</li> <li>Initiate grant applications for the Safe Streets for All program.</li> <li>Implement the Rayburn-Reading Complete Streets Project.</li> <li>Implement standards mobility, access, and safety upgrades as streets are resurfaced.</li> <li>Begin development of an updated Vision Zero dashboard for the website.</li> </ul>

ORG(s)		Project Name				CIP Page #
51412206; 51412517		Street Reconstruction & Resurfacing of Major Roads				13.58
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
43,801,163	8,297,412	52,098,576	1,874,946	40,119,380	10,104,250	53,911,100
Managing Department(s)	Transportation & Environmental Services (T&ES)					
Project Description	This project provides funding for the resurfacing and reconstruction of the City's 561 lane miles of paved streets to ensure the safe and efficient movement of people, goods and services.					

**FY 2022 Paving Program**

X Completed  
 Anticipated Completion

Segment	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
North Early Street from West Braddock Road to End	X			
Colfax Avenue from Seminary Road to North Rosser Street	X			
North Beauregard Street from Seminary Road to King Street	X			
South View Terrace from East Taylor Run Parkway to Hilltop Terrace	X			
Cathedral Drive from Trinity Drive to End	X			
Benning Court from North Chambliss Street to End	X			
Echols Avenue from Seminary Road to North Stevens Street	X			
Daingerfield Road from Duke Street to Diagonal Road	X			
Fillmore Avenue from Seminary Road to End	X			
Duke Street from South Patrick Street to Lee Street	X			
North and South Union Street from Pendleton Street to Franklin Street	X			
King Street from Callahan Drive to Daingerfield Road				
Executive Avenue from Kentucky Avenue to Mount Vernon Avenue				
E Abingdon Drive from Second Street to Slaters Lane/ W Abingdon Street from Second Street to End				
Callahan Drive from King Street to Duke Street				
Hume Avenue from Commonwealth Avenue to Richmond Highway				
North and South Washington Street from First Street to Church Street				
Wellington Road from Beverley Drive to Chalfonte Drive				
Farm Road from Beverley Drive to Circle Terrace				
Monticello Blvd from Cameron Mills to Russell Road				
Diagonal from King Street to Dangerfield Road				
North and South Alfred Street from First Street to Church Street				
Cameron Mills Road from Virginia Avenue to Allison Street				
Kentucky Avenue from Old Dominion Boulevard to Russell Road				
Alabama Avenue from Kentucky Avenue to Carolina Place				
East and West Luray Avenue from West Braddock Avenue to Leslie Avenue				
Beverley Drive from Russell Rd to Washington Circle				
Allison Street from Valley Drive to Old Dominion Boulevard				
Burgess Avenue Entire Length (Exclude Service Road)				
Aspen Street from Landover Street to Russell Road (Exclude Service Road)				
Guthrie Avenue from Landover Street to Mosby Street (Exclude Service Road)				
Holly Street from Aspen Street to West Mt Ida Avenue				
Birch Street from Holly Street to Russell Road				
Pine Street from Holly Street to Russell Road				
Evans Lane from Richmond Highway to East Reed Avenue				

*Street Reconstruction & Resurfacing of Major Roads (continued)*

Segment	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Lynhaven Drive from Wilson Avenue to End				
Montrose Avenue from East Raymond Avenue to Richmond Highway				
Stewart Avenue from Mount Vernon Avenue to East Randolph Avenue				
Anderson Lane from West Windsor Avenue to Richards Lane				
Richards Lane from Anderson Lane to West Windsor Avenue				
North Garland Street from Fort Worth Avenue to End				
Richenbacher Avenue from North Van Dorn Street to North Pickett Street				
South Gordon Street from Duke Street to Wheeler Avenue				
Venable Avenue from South Jordan Street to South Iris Street				
Underwood Place from South Ingram Street to End				
South Ingram Street from Duke Street to Vermont Avenue				
Juniper Place from N Jordan Street to End				
Greenwood Place from Seminary Road to Circle				
Knox Place (Entire Length)				
Rutland Place from N Pickett Street to End				
East and West Nelson Avenue from Russell Road to Leslie Avenue				
George Mason Place from Monticello Boulevard to End				
Westminster Place from Monticello Boulevard to End				
Terrett Avenue from East Mt Ida to East Randolph Avenue				
Usher Avenue from South Floyd Street to South Early Street				
King James Place from Seminary Road to End				
Eisenhower Avenue from Mill Road to Holland Lane				
North Howard Street from North Jordan Street to Raleigh Avenue				
West Braddock Road from King Street to Russell Road				

ORG(s)		Project Name				CIP Page #
51411821		Eisenhower Avenue Roadway Improvements				13.52
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
11,871,848	-	11,871,848	3,811,032	7,230,159	830,657	-
Managing Department(s)	Transportation & Environmental Services (T&ES)/Project Implementation (DPI)					
Project Description	Reconstruction of an additional westbound left turn lane and streetscape/sidewalks improvements from Mill Road to Holland Lane; revising Mill Road receiving lanes to accept the dual left turns from Eisenhower Ave; converting the traffic circle at Eisenhower and Holland to a 'T' intersection; and repaving the road. Construction is estimated to begin early 2021 and is estimated to take 18 months.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2022/3Q	FY 2022/3Q	FY 2022/3Q	FY 2023/1Q	
Estimated Project Cost	\$11.6M	\$11.6M	\$11.6M	\$11.8M	
Reason for Changes from Previous Report	The substantial completion time is extended because the contractor encountered unexpected, contaminated soil that had to be replaced. Additionally, utility conflicts stopped construction work at the southwest quadrant of Eisenhower Avenue's intersection with Mill Road and at the t-intersection of Eisenhower Avenue and Holland Lane. The project cost increase is to cover cost escalation.				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Contractor continued construction work near the intersection of Eisenhower Ave and Mill Rd. Additionally, construction work continued near the intersection of Eisenhower Ave. and Holland Ln. Placed base and intermediate asphalt layers along Eisenhower Ave, (between Hooffs Run Dr and Holland Ln); installed streetlight poles along westbound Eisenhower Ave (between Mill Rd and Elizabeth Ln); installed mast arm and traffic signal pole on Elizabeth Ln at the intersection with Eisenhower Ave; placed concrete sidewalk and entrance adjacent with westbound Eisenhower Ave (between Mill Rd and Elizabeth Ln); placed concrete for exterior walls of stormwater best management practices (BMPs).	Contractor to continue construction work near the intersection of Eisenhower Ave and Mill Rd. Additionally, construction work will continue near the intersection of Eisenhower Ave and Holland Ln. City to resolve utility conflicts at the southwest quadrant of Eisenhower Ave and Mill Road intersection by repairing a damaged fiber optic handhole and cables which will allow communication conduits to be lowered across Mill Rd. Concrete curb, sidewalk, and asphalt lane widening improvements resume at the southwest quadrant of Eisenhower Ave and Mill Rd intersection. BMP construction continues with the placement of granite coping curbs and soil backfilling.

Eisenhower Avenue Roadway Improvements (continued)

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Planning/Design
FY 2019	Planning/Design
FY 2018	Planning/Design
FY 2017	Planning/Design
FY 2016	Planning/Design
FY 2015	Planning/Design
FY 2014	Pre-Implementation
FY 2013	Pre-Implementation
FY 2012	Pre-Implementation
FY 2011	Pre-Implementation
FY 2010	Pre-Implementation
FY 2009	Pre-Implementation
FY 2008	Pre-Implementation
FY 2007	Pre-Implementation
FY 2006	Pre-Implementation

ORG(s)		Project Name				CIP Page #
51411791		King & Beauregard Intersection Improvements				13.56
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
18,025,656	-	18,025,656	4,980	10,038,081	7,982,595	-
Managing Department(s)	Transportation & Environmental Services (T&ES)/Project Implementation (DPI)					
Project Description	This project provides for traffic flow improvements at the King Street and N. Beauregard St. intersection. Improvements include additional left turn lanes in each direction on King St., medians and a 10' shared use path on portions of King Street. In order to facilitate the utility relocation and avoid delays to the contractor during an on-going contract, a two-phase approach was developed to allow a portion of the road improvements to be constructed in order to facilitate the utility relocations prior to construction of the major project elements. The Phase I construction began in spring 2016 and was completed in December 2017. The next step is utility relocation, which is anticipated to be completed, in winter of 2021. Phase II construction is anticipated to begin in winter of 2023 and is estimated to be completed in early 2025.					

Project Status					
	FY 2020 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2025/Q3	FY2025/Q3	FY2025/Q3	FY2025/Q3	
Estimated Project Cost	\$17.98	\$17.98	\$17.98	\$17.98	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Washington Gas, Virginia America Water and Comcast relocated their respective utilities. RAISE Grant Application in the amount of \$5.8M was submitted to the Federal Government.	Meet with VDOT to discuss proposed design revisions. Consultant to begin working on the design revisions.

## King &amp; Beauregard Intersection Improvements (continued)

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Implementation
FY 2019	Implementation
FY 2018	Implementation
FY 2017	Implementation
FY 2016	Implementation
FY 2015	Implementation
FY 2014	Pre-Implementation
FY 2012-2013	Pre-Implementation
FY 2011	Pre-Implementation
FY 2010	Pre-Implementation
FY 2009	Pre-Implementation
FY 2008	Pre-Implementation
FY 2006-2007	Pre-Implementation
FY 2005	Pre-Implementation
FY 2004	Pre-Implementation
FY 2003	Pre-Implementation
1970's to 2002	Pre-Implementation

ORG(s)		Project Name				CIP Page #
49411772; 49412622; 49412632; 49412726		Citywide Trans. Mgmt. Tech. - Intelligent Transportation Systems (ITS) Integration				13.40
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
9,424,668	7,484,383	16,909,051	2,616,063	5,436,327	8,856,661	4,084,550
Managing Department(s)	Transportation & Environmental Services (T&ES)/Project Implementation (DPI)					
Project Description	This is a multiphase project that funds the design and deployment of the Intelligent Transportation Systems (ITS). Phase I of this project included the installation of a transportation control center at Business Center Drive, traffic cameras at strategic locations throughout the City and a broadband fiber-optic communications network connecting the cameras to the control center. Phase II, now complete, built onto Phase I by adding cameras and expanding the fiber optic communications network. Phase III design is complete, and the project has been advertised. Phase IV entered into the design phase in late 2020. Phase IV will add additional conduit/fiber optics, cameras, and additional monitoring capabilities. Phase V's scope is being developed and refined.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	Phase IV FY 2023 - Q2	Phase IV FY 2025/Q2	Phase IV FY 2025/Q2	Phase IV FY 2025/Q2	
Estimated Project Cost	\$24.7M	\$24.7M	\$24.7M	\$24.7M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
ITS Phase III - This project was advertised for construction in FY2022/Q3 (April 2022- bids will be received at the end of May 2022) ITS Phase IV - This project is currently in the design phase. The project scope was increased in FY 2022/Q2 to take advantage of available funds and the current design contract. (Additional roadway corridors - expanding the connectivity of the traffic monitoring system). The consultant worked to complete the 60% design plan.	ITS Phase III - The construction services contract for this project is anticipated to be awarded. Construction duration for this phase is anticipated to be eighteen months. ITS Phase IV - Design will be ongoing through and beyond June 30, 2022. The next submission will be the 60% revised version to include the expanded scope of work. This submission is scheduled to be submitted by the end of June 2022.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Design
FY 2020	Design
FY 2019	Design
FY 2018	Implementation
FY 2017	Implementation
FY 2016	Implementation
FY 2015	Implementation
FY 2014	Implementation
FY 2013	Implementation
FY 2012	Implementation

ORG(s)		Project Name				CIP Page #
52413196		Large Capacity Projects: Commonwealth Ave & E. Glebe/Ashby St & Glebe Rd				15.17
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
8,113,000	-	8,113,000	-	-	8,113,000	-
Managing Department(s)	Transportation and Environmental Services, Department of Project Implementation					
Project Description	This project is for the design and implementation of two large-scale capital projects to address capacity and flooding issues at the intersection of Commonwealth Avenue and East Glebe Road and Ashby Street and East Glebe Road under Flood Action Alexandria. In the Four Mile Run Watershed, a series of smaller storm sewer systems converge at the intersections of Commonwealth Avenue and East Glebe Road, and Ashby Street and East Glebe Road. During high intensity storm events, the drainage network becomes over capacity and unable to accommodate heavy discharge from multiple upstream systems in tandem, that creates flooding impacts.					

Project Status					
	FY 2021 - 4Q	FY 2022- 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022- 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2027/2Q	FY 2027/2Q	FY 2027/2Q	FY 2027/2Q	
Estimated Project Cost	\$50M	\$50M	\$50M	\$50M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Developed and issued the RFQu to procure design services. Received multiple proposals.	The Selection Advisory Committee (SAC) reviews to score proposals and meets to discuss and finalize initial scores. Through the scoring process, the SAC will select the top firms, schedule interviews with the top firms, select the design consultant, enter negotiations, and enter into a contract with the design consultant.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Initiation
FY 2022	Planning/Design

ORG(s)		Project Name				CIP Page #
52413200		Large Capacity: Hooffs Run Culvert Bypass				15.17
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
10,787,000	-	10,787,000	-	-	10,787,000	2,849,300
Managing Department(s)	Transportation and Environmental Services, Department of Project Implementation					
Project Description	This project includes the design and implementation of the third prioritized capital project under Flood Action Alexandria which will address capacity and flooding issues associated with the Hooffs Run Culvert by creating a bypass for Timber Branch in a new culvert to remove that flow from the existing Hooffs Run Culvert. The project concept and design will consider a new bypass culvert to carry flows from Timber Branch, generally along Russell Road to the south, and may include a mixture of storage, capacity, and green infrastructure solutions to provide flood mitigation with consideration of scenarios under varying storm intensities, including more recent flash flooding events, to create design alternatives and cost-benefit estimates for different levels of service based on varying design storms.					

Project Status					
	FY 2021 - 4Q	FY 2022- 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022- 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2027/3Q	FY 2027/3Q	FY 2027/3Q	FY 2027/3Q	
Estimated Project Cost	\$60M	\$60M	\$60M	\$60M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Conducted preliminary work to support the development of RFQu for design services.	Issuance of RFQu for design services, review of proposals, and selection of a shortlist of top-ranked design consultant, followed by negotiations with the top ranked firm.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Initiation
FY 2022	Planning/Design

ORG(s)		Project Name				CIP Page #
52412834		Strawberry Run Stream Restoration				15.22
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
845,137	800,000	1,645,137	252,848	425,781	966,509	-
Managing Department(s)	Transportation and Environmental Services, Department of Project Implementation					
Project Description	Urban stream restoration project to address the state and federal mandates of the Chesapeake Bay Total Maximum Daily Load (TMDL) to clean up the Bay as enforced through the City's Municipal Separate Storm Sewer System (MS4) General Permit. Additional project goals included stabilization of the degraded (and continually degrading) urban stream corridor and stabilization of critical sanitary and storm sewer infrastructure within the stream corridor and stream bed. Per City Council direction at the 4/27/2021 Legislative session, implementation of the current design for the project is 'paused' while staff conducts extended public engagement.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2024/3Q	FY2024/3Q	FY2024/3Q	FY2024/3Q	
Estimated Project Cost	\$2.53M*	\$2.53M*	\$2.53M*	\$2.53M*	
Reason for Changes	Community Engagement continued due to COVID restrictions and extended further due to City Council direction to address community concerns.				

\*Total Estimated project budget is \$2.53M; however, \$0.80M is anticipated to be reimbursed with Stormwater Local Assistance Fund (SLAF) funding from Virginia Department of Environmental Quality (DEQ) per a grant award. The estimated project cost increased due to additional critical areas identified during design which resulted in scope expansion. Additionally, higher CMI costs are anticipated per cost data from recent projects with similar scope.

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Staff presented to the Environmental Policy Commission (EPC) to discuss Chesapeake Bay Credits (achieved and planned pollution reduction measures to meet Bay mandates in the MS4 permit). Staff and the Institute for Engagement and Negotiation (IEN) met with the EPC to discuss engagement process and began implementation of the process	May and June EPC meetings with staff, IEN, the consultant(s), and EPC as part of the extended engagement, including alternatives to natural channel design restoration techniques. Broader engagement with the community via IEN and EPC.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Planning/Design

ORG(s)		Project Name				CIP Page #
52412833		Taylor Run Stream Restoration				15.24
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
2,285,258	2,255,000	4,540,258	204,813	566,849	3,768,596	-
Managing Department(s)	Transportation and Environmental Services, Department of Project Implementation					
Project Description	Urban stream restoration project to address the state and federal mandates of the Chesapeake Bay Total Maximum Daily Load (TMDL) to clean up the Bay as enforced through the City's Municipal Separate Storm Sewer System (MS4) General Permit. Additional project goals included stabilization of the degraded (and continually degrading) urban stream corridor and stabilization of critical sanitary and storm sewer infrastructure within the stream corridor and stream bed. Per City Council direction at the 4/27/2021 Legislative session, implementation of the current design for the project is 'paused' while staff conducts extended public engagement.					

Project Status					
	FY 2021 - 4Q	FY 2022- 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X	X	X	
Implementation					
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022- 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2024/2Q	FY 2024/2Q	FY 2024/2Q	FY 2024/2Q	
Estimated Project Cost	\$4.51M*	\$4.51M*	\$4.51M*	\$4.51M*	
Reason for Changes from Previous Report	Community Engagement continued due to COVID restrictions and extended further due to City Council direction to address community concerns.				
*Total Estimated project budget is \$4.51M; however, \$2.255M is anticipated to be reimbursed with Stormwater Local Assistance Fund (SLAF) funding from Virginia Department of Environmental Quality (DEQ) per a grant award.					

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
Staff presented to the Environmental Policy Commission (EPC) to discuss Chesapeake Bay Credits (achieved and planned pollution reduction measures to meet Bay mandates in the MS4 permit). Staff and the Institute for Engagement and Negotiation (IEN) met with the EPC to discuss engagement process and began implementation of the process.	May and June EPC meetings with staff, IEN, the consultant(s), and EPC as part of the extended engagement, including alternatives to natural channel design restoration techniques. Broader engagement with the community via IEN and EPC.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Planning/Design

ORG(s)		Project Name				CIP Page #
55211964; 45342913		AJIS Replacement				17.52
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
6,153,896	7,353,117	13,507,013	115,923	3,086,213	10,304,877	5,370,000
Managing Department(s)	Information Technology Services (ITS), Courts ITS					
Project Description	<p>The Alexandria Justice Information System (AJIS) provides multiple City agencies and the law enforcement community with access to civil, criminal court and inmate management data, mug shots, documents, and reports. Users depend on AJIS to provide mission-critical judicial and jail management information. AJIS interfaces with other systems to furnish data to other local, regional, and national law enforcement agencies. The AJIS system is critically important to the entire judicial process for the City.</p> <p>Due to the AJIS system being beyond its useful life, the successful completion of this project will replace the system in its entirety. By doing so, a majority of court case management functions will move to Supreme Court of Virginia solutions, which include Court Case Management System, Case Imaging System, Judicial Imaging System, Video Docket System, and more. All other functions will move to Commercial Off-the-Shelf solutions, which include a Prosecutor System, Jail Management and Records Management System, Warrant Tracking System, and a data integration platform.</p>					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design	X	X			
Implementation			X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	Q4 2024	Q4 2024	Q4 2024	Q4 2024	
Estimated Project Cost	\$12M - \$14M	\$12M - \$14M	\$12M - \$14M	\$12M - \$14M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022, through March 31, 2022	Anticipated Progress through June 30, 2022
Civil and Criminal business requirements and data mapping for data conversion to Supreme Court of Virginia solutions has been completed. A contract for a Jail Management solution was finalized. Contract negotiations with the vendor selected to provide Prosecutor and Warrant Tracking Systems have been initiated. Evaluation of data integration solutions is underway.	Complete contract negotiations with the vendor selected to provide Prosecutor and Warrant Tracking Systems. Finish evaluation of data integration platform solutions. Continuation data mapping and defining business requirements in order to convert data to Supreme Court of Virginia's various application modules.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Planning/Design
FY 2020	Planning/Design

ORG(s)		Project Name				CIP Page #
55211954		Computer Aided Dispatch (CAD) System Replacement				17.53
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
15,830,313	998,000	16,828,313	359,818	15,140,231	1,328,264	7,893,000
Managing Department(s)	Information Technology Services (ITS)					
Project Description	This project provides funding for the replacement of the City's Computer Aided Dispatch (CAD) System, the Police Records Management System (RMS), Automated Field Reporting and Mobile Computing Systems, the Fire Station Alerting System, and the upgrade of the Fire Department's Records Management and Electronic Patient Care Reporting Systems.					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY 2022 - 3Q	FY 2023 - 1Q	FY 2023 - 1Q	FY 2023 - 1Q	
Estimated Project Cost	\$16.4 M	\$16.4 M	\$16.4 M	\$16.4 M	
Reason for Changes from Previous Report	Delay in completion date due to delays with contractor delivering bi-directional.				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
The CAD Manager has been working closely with the CAD Team and Central Square on updating to the newest version of CAD in preparation of the multi lane provision.	The upgrade is scheduled for June 7, 2022. The upgrade will include the MLR (multi lane response), New Emergency Call Taking Screen (ECT), and New Geographic (GEO) Locator.

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Implementation
FY 2019	Implementation
FY 2018	Implementation
FY 2017	Implementation
FY 2016	Implementation
FY 2015	Implementation
FY 2014	Implementation
FY 2013	Implementation
FY 2012	Pre-Implementation
FY 2011	Pre-Implementation

ORG(s)		Project Name				CIP Page #
55211912		Municipal Fiber				17.24
Allocated Funding	Unallocated Funding	Appropriated Budget to-Date	Pending Payments to-Date	Expenditures to-Date	Project Balance	Planned Funding (FY 23-31)
15,860,974	3,102,026	18,963,000	9,001,387	6,384,083	3,577,529	1,764,000
Managing Department(s)	Information Technology Services (ITS)/Project Implementation (DPI)					
Project Description	<p>The City currently leases a fiber optic network from Comcast that provides an institutional network (I-Net) connection to all City government and Alexandria City Public Schools (ACPS) educational facilities in the City. This project provides funding for the design and construction of a City-owned fiber network that will provide greater and more uniformly available wide area network services to meet current and future projected City service levels. Mandatory critical City communications are supported over the I-Net, including the City's Voice over Internet Protocol (VoIP) telephone system, public safety dispatch systems, e-mail, data network services, Internet, and mission-critical system applications.</p> <p>The City is seeking a technically superior alternative that is financially self-sustaining, both through avoidance of existing costs and (potentially) new revenue streams. Once it is built out, a City-owned fiber optic network will connect approximately 91 City government and ACPS facilities through approximately 40 miles of fiber optic cable.</p>					

Project Status					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Initiation					
Planning/Design					
Implementation	X	X	X	X	
Pending Close-Out					
Close-Out					
Reason for Changes from Previous Report	N/A				

Project Timing and Cost					
	FY 2021 - 4Q	FY 2022 - 1Q	FY 2022 - 2Q	FY 2022 - 3Q	
Estimated Substantial Completion	FY2025/4Q	FY2025/4Q	FY2025/4Q	FY2025/4Q	
Estimated Project Cost	\$13.1M	\$13.1M	\$13.1M	\$13.1M	
Reason for Changes from Previous Report	N/A				

FY 2022 Project Status - 3rd Quarter	
Progress January 1, 2022 through March 31, 2022	Anticipated Progress through June 30, 2022
<p>During the 3<sup>rd</sup> Quarter, 21,052 ft of underground conduit was installed by directional boring, 2,562 ft of conduit was installed by trench excavation, and 6 Junction Boxes were installed.</p> <p>Construction began in August 2021 and the following items of works have been completed to date.</p> <ul style="list-style-type: none"> <li>- Installation of underground conduit by directional bore - 61,132 ft of 154,086 ft</li> <li>- Installation of underground conduit by trench excavation - 10,995 ft of 20,094</li> <li>- Installation of Junction Box - 66 of 600</li> <li>- Building connection - 13 of 86</li> </ul>	<p>Contractor to continue installation of conduits by directional boring and trench excavations. Installation of junction boxes will continue. Fiber cable installation for buildings will begin. The cable installation for the other areas is scheduled to begin in June 2023.</p> <p>Substantial completion of the project is projected for Spring 2025.</p>

*Municipal Fiber (continued)*

Project History	
Fiscal Year	End of Fiscal Year
FY 2021	Implementation
FY 2020	Planning/Design
FY 2019	Planning/Design
FY 2018	Planning/Design
FY 2017	Initiation
FY 2016	Initiation
FY 2015	Initiation
FY 2014	Initiation
FY 2013	Initiation
FY 2012	Initiation

CIP Section/Project	Project Status	Allocated Budget	Unallocated Budget	Total Appropriation	Life-to-Date Expenditures	Encumbrances/ Requisitions	Total Committed or Expended (\$)	Total Committed or Expended (%)	Total Available Balance	Planned Future Funding (FY 23 - 31)
<b>Community Development</b>										
Affordable Housing Analysis	Close-Out	100,000	-	100,000	79,900	-	79,900	79.9%	20,100	-
Citywide Street Lighting	Planning/Design	2,160,501	920,800	3,081,301	1,620,610	424,700	2,045,310	66.4%	1,035,991	270,000
Environmental Restoration	Planning/Design	995,233	543,276	1,538,509	1,050,659	-	1,050,659	68.3%	487,851	2,591,000
Office of Historic Alexandria Waterfront Museum Feasibility Study	Planning/Design	125,000	-	125,000	-	-	-	0.0%	125,000	-
Oronoco Outfall Remediation Project	Implementation	11,016,378	2,646,000	13,662,378	10,613,638	400,910	11,014,548	80.6%	2,647,830	-
Public Art Acquisition	Implementation	1,635,000	658,184	2,293,184	1,007,983	313,500	1,321,483	57.6%	971,701	2,400,000
Transportation Signage & Wayfinding System	Planning/Design	2,317,000	-	2,317,000	1,659,241	275,626	1,934,867	83.5%	382,133	-
Waterfront Small Area Plan Implementation (w/ Construction Funding)	Planning/Design	14,467,462	26,954,186	41,421,648	9,738,975	3,073,988	12,812,963	30.9%	28,608,685	80,000,000
<b>Community Development Total</b>		<b>32,816,574</b>	<b>31,722,446</b>	<b>64,539,020</b>	<b>25,771,005</b>	<b>4,488,724</b>	<b>30,259,729</b>	<b>46.9%</b>	<b>34,279,292</b>	<b>85,261,000</b>
<b>IT Plan</b>										
Animal Shelter Server Replacement	Pending Close-Out	130,000	-	130,000	32,687	-	32,687	25.1%	97,313	-
Business Tax System/Reciprocity Contractor System	Implementation	975,595	249,000	1,224,595	675,512	60,320	735,832	60.1%	488,763	305,000
Computer Aided Dispatch (CAD) System Replacement	Implementation	15,830,313	998,000	16,828,313	15,140,231	359,818	15,500,049	92.1%	1,328,264	7,893,000
Computerized Maintenance Management System (CMMS)	Initiation	-	325,000	325,000	-	-	-	0.0%	325,000	159,000
Council Chamber Technology Upgrade	Initiation	350,000	-	350,000	325,418	11,173	336,591	96.2%	13,409	956,000
Courtroom Trial Presentation Technology	Planning/Design	427,809	-	427,809	166,460	154,811	321,271	75.1%	106,538	425,000
Customer Relationship Management System	Close-Out	1,731,507	-	1,731,507	1,215,133	79,826	1,294,959	74.8%	436,548	-
DCHS Integrated Client Information System	Initiation	-	300,000	300,000	-	-	-	0.0%	300,000	-
Document Imaging	Implementation	2,224,375	170,000	2,394,375	2,155,824	2,460	2,158,284	90.1%	236,091	190,000
Electronic Citations Implementation	Planning/Design	66,000	354,000	420,000	33,447	32,553	66,000	15.7%	354,000	420,000
Electronic Government/Web Page	Implementation	1,469,826	368,370	1,838,196	1,364,851	65,840	1,430,690	77.8%	407,506	750,000
Emergency 911 Phone System Upgrade	Implementation	1,550,000	150,000	1,700,000	1,329,730	-	1,329,730	78.2%	370,270	-
Employee Pension Administration System	Close-Out	-	350,000	350,000	-	-	-	0.0%	350,000	-
EMS Records Management System	Planning/Design	268,500	329,000	597,500	169,855	48,645	218,500	36.6%	379,000	-
Enterprise Camera System	Initiation	50,000	-	50,000	-	-	-	0.0%	50,000	-
Enterprise Collaboration	Implementation	695,996	61,100	757,096	506,587	145,676	652,263	86.2%	104,833	120,000
Enterprise Maintenance Mgmt System	Implementation	369,400	60,000	429,400	368,667	-	368,667	85.9%	60,733	880,600
Enterprise Resource Planning System	Initiation	3,933,312	130,000	4,063,312	3,184,590	667,026	3,851,616	94.8%	211,696	120,000
Enterprise Service Catalog	Implementation	220,000	40,000	260,000	213,997	-	213,997	82.3%	46,003	120,000
Fire Radios	Close-Out	1,244,000	-	1,244,000	1,244,000	-	1,244,000	100.0%	-	-
Fleet Management System	Planning/Design	72,000	68,000	140,000	-	-	-	0.0%	140,000	-
FOIA System Replacement	Initiation	-	115,000	115,000	-	-	-	0.0%	115,000	-
Fort Ward/Net	Close-Out	40,000	-	40,000	11,732	-	11,732	29.3%	28,268	-
Impound Lot System Replacement	Initiation	-	200,000	200,000	-	-	-	0.0%	200,000	-
Infrastructure Management System	Initiation	552,000	-	552,000	389,213	-	389,213	70.5%	162,787	-
IT Enterprise Management System	Implementation	460,000	50,000	510,000	357,759	-	357,759	70.1%	152,241	-
Library LAN/WAN Infrastructure	Implementation	55,461	-	55,461	55,461	-	55,461	100.0%	-	-
Library Public Access Computers and Print Mgmt System	Implementation	45,000	-	45,000	44,612	-	44,612	99.1%	388	85,000
Library Scanning Equipment & DAMS	Implementation	60,400	-	60,400	37,339	-	37,339	61.8%	23,061	-
Library Self-Service Stations/Equipment	Implementation	158,296	-	158,296	158,296	-	158,296	100.0%	-	152,000
Library Wireless Solution	Implementation	17,068	-	17,068	17,068	-	17,068	100.0%	-	-
Migration of Integrated Library System to SAAS Platform	Implementation	42,000	-	42,000	41,327	-	41,327	98.4%	673	-
Municipal Fiber	Implementation	15,860,974	3,102,026	18,963,000	6,384,083	9,001,387	15,385,471	81.1%	3,577,529	1,764,000
OHA Records Management System Replacement	Implementation	105,000	-	105,000	86,540	-	86,540	100.0%	-	-
Parking Citation System Replacement	Pending Close-Out	275,000	135,000	410,000	205,254	44,091	249,345	60.8%	160,655	135,000
Permit Processing	Implementation	4,647,373	435,317	5,082,690	4,132,736	-	4,132,736	81.3%	949,953	-
Personal Property Tax System	Implementation	1,137,000	1,455,039	2,592,039	738,888	202,722	941,610	36.3%	1,650,429	1,678,200
Phone, Web, Portable Device Payment Portals	Implementation	175,000	100,000	275,000	95,025	-	95,025	34.6%	179,975	225,000
Project Management Software	Implementation	72,000	113,000	185,000	70,423	-	70,423	38.1%	114,577	-
Radio System Upgrade	Implementation	2,917,576	273,884	3,191,460	2,019,822	758,501	2,778,323	87.1%	413,137	10,919,600
Real Estate Account Receivable System	Implementation	1,635,000	-	1,635,000	1,479,161	43,855	1,523,016	93.2%	111,984	375,000
Real Estate Assessment System (CAMA)	Implementation	295,000	30,000	325,000	175,503	-	175,503	54.0%	149,497	180,000
Recreation Database System	Implementation	150,550	299,450	450,000	38,700	72,560	111,260	24.7%	338,740	145,000
Remote Access	Implementation	833,000	335,000	1,168,000	499,979	12,326	512,304	43.9%	655,696	175,000
Time & Attendance System Upgrade	Pending Close-Out	70,000	-	70,000	18,270	21,690	39,960	57.1%	30,040	95,000
<b>IT Plan Total</b>		<b>61,212,330</b>	<b>10,596,186</b>	<b>71,808,516</b>	<b>45,184,179</b>	<b>11,803,739</b>	<b>56,987,918</b>	<b>79.4%</b>	<b>14,820,598</b>	<b>28,267,400</b>
<b>Public Buildings</b>										
Animal Shelter Exterior Dog Kennels	Close-Out	258,000	-	258,000	249,105	-	249,105	96.6%	8,895	-
Archives Public Records and Archaeology Storage Expansion	Planning/Design	150,000	-	150,000	68,139	-	68,139	45.4%	81,861	-
Beatley Building Envelope Restoration	Implementation	1,843,504	-	1,843,504	346,179	1,431,275	1,777,454	96.4%	66,050	-
Burke Branch Renovation	Planning/Design	-	825,000	825,000	-	-	-	0.0%	825,000	-

CIP Section/Project	Project Status	Allocated Budget	Unallocated Budget	Total Appropriation	Life-to-Date Expenditures	Encumbrances/ Requisitions	Total Committed or Expended (\$)	Total Committed or Expended (%)	Total Available Balance	Planned Future Funding (FY 23 - 31)
Burke Library First Floor Reuse	Planning/Design	75,000	-	75,000	-	-	-	0.0%	75,000	-
City Hall Renovation and HVAC Replacement	Implementation	9,703,820	3,500,000	13,203,820	5,997,017	311,999	6,309,016	47.8%	6,894,804	60,000,000
Citywide Storage Capacity Assessment	Close-Out	65,000	-	65,000	49,896	-	49,896	76.8%	15,104	-
Courthouse/PSC Security System Upgrade	Implementation	3,328,100	-	3,328,100	3,262,887	32,125	3,295,011	99.0%	33,089	5,300,700
Courthouse-General District Court Clerk's Office Payment Center	Close-Out	160,000	-	160,000	18,048	-	18,048	11.3%	141,952	-
DCHS Consolidation & Relocation	Implementation	13,277,607	11,080,400	24,358,007	5,731,924	1,637,649	7,369,573	30.3%	16,988,434	61,200,000
Deduction Meter Implementation	Implementation	97,500	-	97,500	33,950	-	33,950	34.8%	63,550	-
Fire Station 203 (Cameron Mills)	Pending Close-Out	12,573,610	-	12,573,610	12,066,794	34,891	12,101,685	96.2%	471,925	-
Fire Station 208 Replacement	Initiation	-	250,000	250,000	-	-	-	0.0%	250,000	11,100,000
Freedom House Restoration	Planning/Design	267,824	2,175,176	2,443,000	18,738	-	18,738	0.8%	2,424,262	-
Market Square Plaza and Garage Structural Repairs	Initiation	1,500,000	8,993,300	10,493,300	374,134	885,132	1,259,266	12.0%	9,234,034	-
New Burn Building	Planning/Design	250,000	325,400	575,400	-	249,250	249,250	43.3%	326,150	2,288,800
Parking at 200 N Union Street	Initiation	300,000	-	300,000	9,540	13,160	22,700	7.6%	277,300	-
Pistol Range	Close-Out	2,963,250	-	2,963,250	2,856,472	13,532	2,870,004	96.9%	93,246	-
Preventative Maintenance Systems and Staffing Study	Implementation	350,000	-	350,000	18,423	114,027	132,450	37.8%	217,550	-
Tactical Training Space	Implementation	309,000	-	309,000	-	6,774	6,774	2.2%	302,226	-
Tavern Square Buildout	Close-Out	1,450,000	-	1,450,000	1,308,254	23,439	1,331,693	91.8%	118,307	-
Witter/Wheeler - Fuel Island Renovation	Initiation	600,000	950,000	1,550,000	2,575	-	2,575	0.2%	1,547,425	-
Witter/Wheeler Campus (includes ACPs Transportation Facility)	Implementation	596,000	960,000	1,556,000	325,321	20,800	346,121	22.2%	1,209,879	32,000,000
<b>Public Buildings Total</b>		<b>50,118,215</b>	<b>29,059,276</b>	<b>79,177,491</b>	<b>32,737,396</b>	<b>4,774,053</b>	<b>37,511,449</b>	<b>47.4%</b>	<b>41,666,042</b>	<b>171,889,500</b>
<b>Recreation &amp; Parks</b>										
Athletic Field Improvements (incl. Synthetic Turf)	Planning/Design	9,944,512	-	9,944,512	6,974,293	73,889	7,048,182	70.9%	2,896,330	22,188,000
Braddock Area Plan Park	Initiation	615,781	1,930,426	2,546,207	608,926	-	608,926	23.9%	1,937,281	3,710,800
Citywide Parks Improvements Plan	Planning/Design	12,323,632	10,000	12,333,632	779,925	871,534	1,651,459	13.4%	10,682,173	3,169,800
Douglas MacArthur School - Recreation & Parks Programming Space	Implementation	2,001,592	-	2,001,592	1,592	-	1,592	0.1%	2,000,000	-
Fort Ward Management Plan Implementation	Planning/Design	1,175,172	-	1,175,172	244,766	154,611	399,377	34.0%	775,795	1,120,000
Four Mile Run Park Pedestrian Bridge Repair	Planning/Design	385,000	-	385,000	-	38,813	38,813	10.1%	346,187	-
Holmes Run Trail Repairs	Planning/Design	1,526,017	4,500,000	6,026,017	145,426	1,115,468	1,260,894	20.9%	4,765,123	-
Neighborhood Pool Demolition and Conversion	Planning/Design	1,083,259	-	1,083,259	254,404	24,318	278,722	25.7%	804,536	-
Open Space Acquisition and Develop.	Implementation	20,143,946	194,909	20,338,855	20,069,709	-	20,069,709	98.7%	269,145	9,750,000
Patrick Henry Recreation Center	Initiation	7,259,986	-	7,259,986	6,456,907	449,281	6,906,188	95.1%	353,798	-
Patrick Henry Synthetic Turf Field and Outdoor Play Features	Initiation	2,150,000	-	2,150,000	1,379,669	770,331	2,150,000	100.0%	-	2,363,600
Restroom Renovations	Initiation	1,110,000	-	1,110,000	710,734	301,750	1,012,484	91.2%	97,516	3,138,600
Robinson Terminal Promenade Railing	Implementation	500,000	-	500,000	-	-	-	0.0%	500,000	-
Torpedo Factory Space Programming Study	Planning/Design	460,000	755,000	1,215,000	88,325	5,160	93,485	7.7%	1,121,515	-
Warwick Pool Renovation	Initiation	2,770,000	-	2,770,000	2,684,445	-	2,684,445	96.9%	85,555	-
Windmill Hill Park Improvements	Planning/Design	7,009,000	-	7,009,000	6,195,933	6,446	6,202,379	88.5%	806,621	5,646,100
<b>Recreation &amp; Parks Total</b>		<b>70,457,897</b>	<b>7,390,335</b>	<b>77,848,232</b>	<b>46,595,054</b>	<b>3,811,601</b>	<b>50,406,655</b>	<b>64.7%</b>	<b>27,441,577</b>	<b>51,086,900</b>
<b>Sanitary Sewers</b>										
Citywide Sewershed Infiltration & Inflow	Planning/Design	13,771,715	6,125,000	19,896,715	11,703,265	1,322,252	13,025,517	65.5%	6,871,198	-
Combined Sewer Assessment & Rehabilitation	Planning/Design	8,005,000	3,500,000	11,505,000	2,629,360	4,255,853	6,885,213	59.8%	4,619,787	3,900,000
Holmes Run Trunk Sewer	Planning/Design	3,365,000	5,637,000	9,002,000	2,656,911	83,600	2,740,511	30.4%	6,261,489	-
Sanitary Sewer Asset Renewal Program	Planning/Design	3,250,000	2,500,000	5,750,000	483,208	2,739,092	3,222,300	56.0%	2,527,700	31,500,000
<b>Sanitary Sewers Total</b>		<b>28,391,715</b>	<b>17,762,000</b>	<b>46,153,715</b>	<b>17,472,745</b>	<b>8,400,797</b>	<b>25,873,542</b>	<b>56.1%</b>	<b>20,280,174</b>	<b>35,400,000</b>
<b>Stormwater Management</b>										
Cameron Station Pond Retrofit	Pending Close-Out	4,723,474	-	4,723,474	3,935,490	183,985	4,119,475	87.2%	603,999	-
City Facilities Stormwater Best Management Practices (BMPs)	Planning/Design	250,000	1,383,000	1,633,000	32,175	1,050	33,225	2.0%	1,599,775	-
Four Mile Run Channel Maintenance	Implementation	3,475,281	-	3,475,281	534,898	-	534,898	15.4%	2,940,383	5,987,900
Green Infrastructure	Planning/Design	1,544,526	766,500	2,311,026	286,486	869,465	1,155,951	50.0%	1,155,075	1,549,000
Hooffs Run Cleaning	Implementation	1,547,901	-	1,547,901	1,261,050	-	1,261,050	81.5%	286,851	-
Lake Cook Stormwater Management	Pending Close-Out	4,592,000	-	4,592,000	4,436,677	-	4,436,677	96.6%	155,323	-
Large Capacity - Commonwealth Ave & E. Glebe and Ashby St & Glebe Rd	Planning/Design	8,113,000	-	8,113,000	-	-	-	0.0%	8,113,000	-
Large Capacity - Hooffs Run Culvert Bypass	Planning/Design	10,787,000	-	10,787,000	-	-	-	0.0%	10,787,000	2,849,300
NPDES / MS4 Permit	Planning/Design	980,000	170,000	1,150,000	390,430	62,933	453,363	39.4%	696,637	1,577,200
Stormwater Utility Implementation	Planning/Design	1,551,200	122,000	1,673,200	1,160,952	136,893	1,297,845	77.6%	375,355	-
Strawberry Run Stream Restoration	Planning/Design	845,137	800,000	1,645,137	425,781	252,848	678,628	41.3%	966,509	-
Taylor Run Stream Restoration	Planning/Design	2,285,258	2,255,000	4,540,258	566,849	204,813	771,662	17.0%	3,768,596	-
<b>Stormwater Management Total</b>		<b>40,694,777</b>	<b>5,496,500</b>	<b>46,191,277</b>	<b>13,030,788</b>	<b>1,711,986</b>	<b>14,742,774</b>	<b>31.9%</b>	<b>31,448,503</b>	<b>11,963,400</b>
<b>Transportation: High Capacity Transit Corridors</b>										
Transit Corridor "A" - Route 1	Initiation	23,597,327	6,256,416	29,853,743	19,457,480	-	19,457,480	65.2%	10,396,263	-
Transit Corridor "B" - Duke Street	Planning/Design	4,190,000	8,000,000	12,190,000	448,904	190,408	639,312	5.2%	11,550,688	75,000,000
Transit Corridor "C" - West End Transitway	Initiation	5,347,779	8,271,388	13,619,167	2,296,222	1,030,000	3,326,222	24.4%	10,292,945	61,228,609

CIP Section/Project	Project Status	Allocated Budget	Unallocated Budget	Total Appropriation	Life-to-Date Expenditures	Encumbrances/ Requisitions	Total Committed or Expended (\$)	Total Committed or Expended (%)	Total Available Balance	Planned Future Funding (FY 23 - 31)
Transportation: High Capacity Transit Corridors Total		33,135,106	22,527,804	55,662,910	22,202,606	1,220,408	23,423,014	42.1%	32,239,896	136,228,609
Transportation: Non-Motorized										
Bicycle Parking at Transit	Planning/Design	543,742	-	543,742	44,794	411,082	455,876	83.8%	87,866	-
Cameron & Prince Bicycle & Pedestrian Facilities	Implementation	240,000	-	240,000	181,331	-	181,331	75.6%	58,669	-
Complete Streets	Implementation	10,417,325	251,578	10,668,903	9,010,033	922,584	9,932,617	93.1%	736,286	7,346,000
Duke Street at West Taylor Intersection Improvements	Planning/Design	1,081,623	1,845,000	2,926,623	71,624	932,248	1,003,871	34.3%	1,922,752	3,905,460
Holmes Run Trail Connector	Close-Out	915,676	370,542	1,286,218	-	-	-	0.0%	1,286,218	-
Mt. Vernon Avenue North Complete Streets	Initiation	1,000,000	-	1,000,000	-	-	-	0.0%	1,000,000	-
Mt. Vernon Trail @ East Abingdon	Planning/Design	850,000	-	850,000	137,704	43,056	180,760	21.3%	669,240	-
Old Cameron Run Trail	Planning/Design	1,200,942	2,354,462	3,555,404	560,998	297,318	858,316	24.1%	2,697,088	4,814,000
Transportation Master Plan Update	Close-Out	840,000	-	840,000	726,449	50,432	776,881	92.5%	63,119	-
Van Dorn/Beauregard Bicycle Facilities	Planning/Design	460,300	998,569	1,458,869	87,019	353,821	440,840	30.2%	1,018,029	-
Transportation: Non-Motorized Total		17,549,608	5,820,151	23,369,759	10,819,952	3,010,540	13,830,492	59.2%	9,539,267	16,065,460
Transportation: Public Transit										
Access to Transit	Planning/Design	1,238,000	-	1,238,000	225,980	825,055	1,051,035	84.9%	186,965	-
DASH Facility and Fleet Expansion	Planning/Design	13,437,161	5,421,000	18,858,161	9,356,996	-	9,356,996	49.6%	9,501,165	16,209,000
DASH Transit Vision Study	Close-Out	35,000	-	35,000	35,000	-	35,000	100.0%	-	-
Eisenhower Metrorail Station Improvements	Planning/Design	1,068,526	5,726,314	6,794,840	431,110	328,364	759,474	11.2%	6,035,367	-
King Street Metrorail Station Area Improvements	Pending Close-Out	17,904,381	6,014	17,910,395	14,737,036	2,745,302	17,482,339	97.6%	428,056	-
Potomac Yard Metrorail Station	Implementation	320,506,657	64,560,000	385,066,657	258,598,781	758,237	259,357,019	67.4%	125,709,638	-
Transit Access & Amenities	Planning/Design	3,820,979	1,373,169	5,194,148	2,778,283	2,356	2,780,639	53.5%	2,413,509	400,000
Transit Strategic Plan in Alexandria	Initiation	-	150,000	150,000	-	-	-	0.0%	150,000	-
Van Dorn Metrorail Station Area Improvements	Close-Out	100,000	506,000	606,000	21,140	-	21,140	3.5%	584,860	-
Transportation: Public Transit Total		358,110,704	77,742,497	435,853,201	286,184,327	4,659,314	290,843,641	66.7%	145,009,560	16,609,000
Transportation: Smart Mobility										
Citywide Parking - Parking Technologies	Planning/Design	150,000	1,460,169	1,610,169	78,845	18,001	96,846	6.0%	1,513,323	250,000
Citywide Trans. Mgmt. Tech. - Broadband Communications Link	Planning/Design	1,018,742	-	1,018,742	685,459	171,047	856,505	84.1%	162,237	-
Citywide Trans. Mgmt. Tech. - Intelligent Transportation Systems (ITS) Integration	Planning/Design	9,424,668	7,484,383	16,909,051	5,436,327	2,616,063	8,052,390	47.6%	8,856,661	4,084,550
Citywide Trans. Mgmt. Tech. - Transportation Technologies	Implementation	1,050,000	570,312	1,620,312	687,234	29,490	716,724	44.2%	903,588	2,134,000
DASH Technology	Initiation	150,000	-	150,000	150,000	-	150,000	100.0%	-	855,745
Transit Signal Priority	Close-Out	1,255,491	-	1,255,491	686,844	5,461	692,306	55.1%	563,185	-
Transportation: Smart Mobility Total		13,048,901	9,514,864	22,563,765	7,724,709	2,840,061	10,564,771	46.8%	11,998,994	7,324,295
Transportation: Streets & Bridges										
City Standard Construction Specifications	Implementation	331,604	-	331,604	297,651	-	297,651	89.8%	33,953	-
Eisenhower Avenue Roadway Improvements	Implementation	11,871,848	-	11,871,848	7,230,159	3,811,032	11,041,191	93.0%	830,657	-
I-395 Ramp at Duke Street	Planning/Design	1,630,000	1,630,000	3,260,000	-	400,000	400,000	12.3%	2,860,000	-
King & Beauregard Intersection Improvements	Implementation	18,025,656	-	18,025,656	10,038,081	4,980	10,043,061	55.7%	7,982,595	-
Seminary Road at Beauregard Street Ellipse	Planning/Design	325,000	-	325,000	87,929	237,071	325,000	100.0%	-	36,500,000
Van Dorn Metro Multimodal Bridge (w/ Eisenhower West)	Initiation	200,000	-	200,000	2,039	7,982	10,021	5.0%	189,979	-
Transportation: Streets & Bridges Total		32,384,108	1,630,000	34,014,108	17,655,859	4,461,065	22,116,924	65.0%	11,897,184	36,500,000
<b>Grand Total</b>		<b>737,919,935</b>	<b>219,262,059</b>	<b>957,181,994</b>	<b>525,378,619</b>	<b>51,182,288</b>	<b>576,560,907</b>	<b>60.2%</b>	<b>380,621,087</b>	<b>596,595,564</b>

CIP Section/Project	Allocated Budget	Unallocated Budget	Total Appropriation	Life-to-Date Expenditures	Encumbrances/ Requisitions	Total Committed or Expended (\$)	Total Committed or Expended (%)	Total Available Balance	Planned Future Funding (FY 23 - 31)
CIP Development & Implementation Staff									
CIP Development & Implementation Staff	10,988,607	8,742,833	19,731,440	14,605,076	209,790	14,814,866	75.1%	4,916,574	86,350,000
CIP Development & Implementation Staff Total	10,988,607	8,742,833	19,731,440	14,605,076	209,790	14,814,866	75.1%	4,916,574	86,350,000
Community Development									
Braddock Road Area Plan - Streetscape Improvements	677,564	135,000	812,564	523,964	-	523,964	64.5%	288,600	405,000
Development Studies	1,405,000	825,000	2,230,000	588,723	69,217	657,940	29.5%	1,572,060	2,250,000
EW & LVD Implementation - Developer Contributions Analysis	100,000	-	100,000	47,520	-	47,520	47.5%	52,480	-
Fire Department Vehicles & Apparatus	19,109,314	473,438	19,582,752	16,688,305	2,059,518	18,747,822	95.7%	834,930	25,527,300
Fire Hydrant Maintenance Program	710,500	150,000	860,500	125,133	18,301	143,433	16.7%	717,067	3,022,800
Gadsby Lighting Fixtures & Poles Replacement	1,360,000	1,900,000	3,260,000	908,985	410,412	1,319,397	40.5%	1,940,603	1,415,200
Office of Historic Alexandria Initiatives	921,095	20,000	941,095	327,445	407,098	734,543	78.1%	206,552	1,192,700
Project Budgeting Excellence	200,000	537,000	737,000	12,964	11,402	24,366	3.3%	712,634	5,323,700
Community Development Total	24,483,473	4,040,438	28,523,911	19,223,038	2,975,947	22,198,985	77.8%	6,324,926	39,136,700
IT Plan									
AJIS Enhancements	6,153,896	7,353,117	13,507,013	3,086,213	115,923	3,202,136	23.7%	10,304,877	5,370,000
Connectivity Initiatives	13,010,270	-	13,010,270	12,674,651	279,254	12,953,905	99.6%	56,365	5,853,000
Database Infrastructure	720,300	177,700	898,000	692,178	-	692,178	77.1%	205,823	120,000
Email Messaging	75,000	-	75,000	70,551	-	70,551	94.1%	4,449	-
Enterprise Data Storage Infrastructure	3,930,435	450,000	4,380,435	3,810,435	-	3,810,435	87.0%	570,000	1,050,000
GIS Development	2,114,500	480,000	2,594,500	2,066,867	41,148	2,108,015	81.2%	486,485	455,000
HIPAA & Related Health Information Technologies	559,000	119,000	678,000	524,704	-	524,704	77.4%	153,296	225,000
Information Technology Equipment Replacement	4,804,793	92,000	4,896,793	3,287,029	486,167	3,773,196	77.1%	1,123,597	8,359,000
LAN Development	468,921	50,000	518,921	450,681	3,063	453,743	87.4%	65,178	225,000
LAN/WAN Infrastructure	7,162,746	2,472,309	9,635,055	6,525,702	238,359	6,764,061	70.2%	2,870,994	8,295,600
Library Information Technology Equipment Replacement	225,438	32,000	257,438	177,871	-	177,871	69.1%	79,567	-
Network Security	3,299,881	1,080,000	4,379,881	2,938,828	13,926	2,952,754	67.4%	1,427,127	4,255,000
Network Server Infrastructure	8,186,143	535,000	8,721,143	8,088,499	97,366	8,185,865	93.9%	535,278	600,000
Office of Voter Registrations and Elections Equipment Replacement	100,000	-	100,000	99,516	311	99,827	99.8%	173	1,000,000
Upgrade of Network Operating Systems	386,063	-	386,063	368,946	17,117	386,063	100.0%	-	-
Upgrade Work Station Operating Systems	3,736,003	83,000	3,819,003	3,390,306	159,282	3,549,588	92.9%	269,415	1,749,000
Voice Over Internet Protocol (VoIP)	5,247,173	500,000	5,747,173	5,164,751	36,360	5,201,111	90.5%	546,062	260,000
IT Plan Total	60,180,561	13,424,126	73,604,687	53,417,728	1,488,276	54,906,004	74.6%	18,698,684	37,816,600
Other Regional Contributions									
Northern Virginia Community College (NVCC)	5,398,097	-	5,398,097	5,397,997	-	5,397,997	100.0%	100	-
Northern Virginia Regional Park Authority (NVRPA)	8,499,725	247	8,499,972	8,279,287	-	8,279,287	97.4%	220,685	4,368,000
Other Regional Contributions Total	13,897,822	247	13,898,069	13,677,284	-	13,677,284	98.4%	220,785	4,368,000
Public Buildings									
2355 Mill Road CFMP	982,581	1,559,000	2,541,581	736,551	151,557	888,108	34.9%	1,653,473	4,502,600
Alexandria Transit - DASH CFMP	3,280,723	331,200	3,611,923	481,029	123,357	604,387	16.7%	3,007,536	539,400
APD Facilities CFMP	469,000	214,500	683,500	99,605	328,621	428,226	62.7%	255,274	-
Capital Planning & Building Assessment (Condition Assessment)	1,386,000	100,000	1,486,000	788,285	30,914	819,199	55.1%	666,801	550,000
City Historic Facilities CFMP	10,867,338	3,514,700	14,382,038	6,116,112	1,248,316	7,364,428	51.2%	7,017,610	26,892,500
Courthouse CFMP	4,556,600	6,000,000	10,556,600	2,515,132	50,721	2,565,853	24.3%	7,990,747	3,177,500
Elevator Replacement/Refurbishment	5,713,714	65,969	5,779,683	5,713,713	-	5,713,713	98.9%	65,970	-
Emergency Power Systems	1,960,116	1,489,684	3,449,800	1,489,391	-	1,489,391	43.2%	1,960,409	3,392,200
Energy Management Program	5,046,853	1,084,199	6,131,052	4,218,098	257,626	4,475,724	73.0%	1,655,328	9,129,200
Fire & Rescue CFMP	9,610,813	937,000	10,547,813	7,344,045	591,171	7,935,216	75.2%	2,612,597	14,503,000
Fleet Building CFMP	714,308	1,432,000	2,146,308	406,229	21,600	427,829	19.9%	1,718,479	8,080,200
General Services CFMP	16,155,969	1,840,461	17,996,430	14,611,788	195,782	14,807,570	82.3%	3,188,860	12,403,000
Health Department CFMP	266,299	253,001	519,300	266,299	-	266,299	51.3%	253,001	6,136,200
Library CFMP	2,446,435	239,700	2,686,135	2,103,023	195,218	2,298,241	85.6%	387,894	26,835,900
Mental Health Residential Facilities CFMP	3,473,379	1,053,700	4,527,079	2,664,421	63,225	2,727,646	60.3%	1,799,433	6,631,600
Municipal Facilities Planning Project	250,000	-	250,000	231,443	-	231,443	92.6%	18,557	-
Office of the Sheriff CFMP	7,045,055	5,432,647	12,477,702	5,123,206	1,894,753	7,017,959	56.2%	5,459,743	12,307,800
Parking Garages CFMP	-	20,300	20,300	-	-	-	0.0%	20,300	108,200
Roof Replacement Program	7,673,219	1,045,000	8,718,219	6,287,426	327,854	6,615,281	75.9%	2,102,938	2,869,800
Vola Lawson Animal Shelter	3,436,893	81,200	3,518,093	3,511,005	-	3,511,005	99.8%	7,088	3,509,500
Public Buildings Total	85,335,295	26,694,261	112,029,556	64,706,801	5,480,718	70,187,520	62.7%	41,842,037	141,568,600

CIP Section/Project	Allocated Budget	Unallocated Budget	Total Appropriation	Life-to-Date Expenditures	Encumbrances/ Requisitions	Total Committed or Expended (\$)	Total Committed or Expended (%)	Total Available Balance	Planned Future Funding (FY 23 - 31)
<b>Recreation &amp; Parks</b>									
Americans with Disabilities Act (ADA) Requirements	1,506,323	-	1,506,323	708,634	149,560	858,194	57.0%	648,129	1,142,400
Ball Court Renovations	2,449,813	110,000	2,559,813	2,293,838	40,229	2,334,067	91.2%	225,746	1,710,300
Chinquapin Recreation Center CFMP	3,444,683	718,700	4,163,383	1,069,757	785,166	1,854,924	44.6%	2,308,459	4,351,100
City Marina Maintenance	1,360,613	66,400	1,427,013	1,119,916	56,485	1,176,401	82.4%	250,612	612,700
Community Matching Fund	474,620	440,238	914,857	402,107	5,284	407,391	44.5%	507,466	1,800,000
Park Renovations CFMP	6,160,507	71,060	6,231,567	4,325,961	233,823	4,559,784	73.2%	1,671,783	4,710,100
Pavement in Parks	950,000	-	950,000	667,796	28,270	696,066	73.3%	253,934	2,470,000
Playground Renovations CFMP	6,953,825	959,880	7,913,705	5,319,623	219,054	5,538,676	70.0%	2,375,028	9,441,400
Proactive Maintenance of the Urban Forest	632,000	-	632,000	456,368	175,632	632,000	100.0%	-	2,156,000
Public Art Conservation Program	247,700	46,400	294,100	185,446	4,115	189,561	64.5%	104,539	539,400
Public Pools	1,416,914	-	1,416,914	1,339,660	6,107	1,345,767	95.0%	71,147	1,160,400
Recreation Centers CFMP	6,888,004	271,800	7,159,804	6,497,634	94,446	6,592,079	92.1%	567,725	15,626,800
Shared-Use Paths	891,357	50,000	941,357	644,933	172,876	817,810	86.9%	123,547	700,000
Soft Surface Trails	1,386,987	35,100	1,422,087	748,296	-	748,296	52.6%	673,791	1,291,900
Torpedo Factory CFMP	2,283,175	-	2,283,175	2,283,648	-	2,283,648	100.0%	(473)	-
Tree & Shrub Capital Maintenance	5,886,485	-	5,886,485	5,087,513	393,789	5,481,302	93.1%	405,183	3,645,400
Water Management & Irrigation	1,781,300	-	1,781,300	1,590,025	43,654	1,633,679	91.7%	147,621	1,457,100
Waterfront Parks CFMP	288,000	43,000	331,000	150,846	14,960	165,806	50.1%	165,194	571,800
<b>Recreation &amp; Parks Total</b>	<b>45,002,304</b>	<b>2,812,578</b>	<b>47,814,882</b>	<b>34,892,001</b>	<b>2,423,450</b>	<b>37,315,451</b>	<b>78.0%</b>	<b>10,499,431</b>	<b>53,386,800</b>
<b>Sanitary Sewers</b>									
Combined Sewer Separation Projects	3,932,299	-	3,932,299	2,131,257	232,067	2,363,324	60.1%	1,568,975	-
Combined Sewer System (CSS) Permit Compliance	8,219,750	365,690	8,585,440	7,678,359	77,250	7,755,609	90.3%	829,831	-
Reconstructions & Extensions of Sanitary Sewers	14,559,063	2,541,389	17,100,452	11,153,783	811,913	11,965,697	70.0%	5,134,755	8,100,000
<b>Sanitary Sewers Total</b>	<b>26,711,112</b>	<b>2,907,079</b>	<b>29,618,191</b>	<b>20,963,399</b>	<b>1,121,231</b>	<b>22,084,630</b>	<b>74.6%</b>	<b>7,533,562</b>	<b>8,100,000</b>
<b>Stormwater Management</b>									
Floodproofing Grant Program	750,000	-	750,000	373,682	-	373,682	49.8%	376,318	7,675,000
Inspection and Cleaning (State of Good Repair) CFMP	1,000,000	-	1,000,000	17,920	314,886	332,805	33.3%	667,195	10,221,000
Lucky Run Stream Restoration	2,852,715	-	2,852,715	493,837	280,569	774,406	27.1%	2,078,309	-
MS4-TDML Compliance Water Quality Improvements	-	5,605,000	5,605,000	-	-	-	0.0%	5,605,000	16,075,000
Small-Midsize Stormwater Maintenance Projects	500,000	-	500,000	140,018	57,867	197,886	39.6%	302,114	5,124,000
Storm Sewer Capacity Assessment	7,785,988	-	7,785,988	4,783,496	1,323,923	6,107,419	78.4%	1,678,569	149,500,000
Storm Sewer System Spot Improvements	11,165,902	-	11,165,902	7,133,329	471,915	7,605,243	68.1%	3,560,659	25,951,000
Stormwater BMP Maintenance CFMP	380,000	140,000	520,000	42,723	17,118	59,841	11.5%	460,159	3,759,000
Stream & Channel Maintenance	6,570,454	859,000	7,429,454	5,209,881	-	5,209,881	70.1%	2,219,573	8,792,000
<b>Stormwater Management Total</b>	<b>31,005,059</b>	<b>6,604,000</b>	<b>37,609,059</b>	<b>18,194,885</b>	<b>2,466,277</b>	<b>20,661,162</b>	<b>54.9%</b>	<b>16,947,897</b>	<b>227,097,000</b>
<b>Transportation: Non-Motorized</b>									
Capital Bikeshare	4,304,442	1,465,306	5,769,748	1,004,963	822,477	1,827,440	31.7%	3,942,308	500,000
Safe Routes to Schools	894,347	-	894,347	715,663	-	715,663	80.0%	178,684	-
Sidewalk Capital Maintenance	5,298,469	-	5,298,469	4,880,653	29,572	4,910,225	92.7%	388,244	5,004,800
<b>Transportation: Non-Motorized Total</b>	<b>10,497,258</b>	<b>1,465,306</b>	<b>11,962,564</b>	<b>6,601,278</b>	<b>852,049</b>	<b>7,453,328</b>	<b>62.3%</b>	<b>4,509,236</b>	<b>5,504,800</b>
<b>Transportation: Public Transit</b>									
DASH Bus Fleet Replacements	24,362,728	-	24,362,728	24,142,590	25,761	24,168,351	99.2%	194,377	111,687,400
DASH Hybrid Bus and Trolley Powertrain Replacement	1,650,000	-	1,650,000	1,034,474	170,092	1,204,566	73.0%	445,434	1,978,800
Transitway Enhancements	-	1,454,491	1,454,491	-	-	-	0.0%	1,454,491	-
WMATA Capital Contributions	170,070,827	7,980,207	178,051,034	167,840,168	-	167,840,168	94.3%	10,210,866	161,665,000
<b>Transportation: Public Transit Total</b>	<b>196,083,555</b>	<b>9,434,698</b>	<b>205,518,253</b>	<b>193,017,232</b>	<b>195,852</b>	<b>193,213,085</b>	<b>94.0%</b>	<b>12,305,168</b>	<b>275,331,200</b>
<b>Transportation: Smart Mobility</b>									
Citywide Trans. Mgmt. Tech. - Traffic Control Upgrade	450,000	203,000	653,000	283,528	-	283,528	43.4%	369,472	1,866,900
Traffic Adaptive Signal Control	-	5,266,347	5,266,347	-	-	-	0.0%	5,266,347	2,409,553
<b>Transportation: Smart Mobility Total</b>	<b>450,000</b>	<b>5,469,347</b>	<b>5,919,347</b>	<b>283,528</b>	<b>-</b>	<b>283,528</b>	<b>4.8%</b>	<b>5,635,819</b>	<b>4,276,453</b>
<b>Transportation: Streets &amp; Bridges</b>									
Bridge Repairs	9,671,092	3,486,000	13,157,092	8,492,424	320,785	8,813,209	67.0%	4,343,883	30,377,000
Fixed Transportation Equipment	25,072,201	-	25,072,201	24,346,263	200,206	24,546,469	97.9%	525,732	11,250,500
Four Mile Run Bridge Program	1,000,000	12,000,000	13,000,000	466,345	-	466,345	3.6%	12,533,655	17,000,000
Street Reconstruction & Resurfacing of Major Roads	43,801,163	8,297,412	52,098,576	40,119,380	1,874,946	41,994,326	80.6%	10,104,250	53,911,100
<b>Transportation: Streets &amp; Bridges Total</b>	<b>79,544,456</b>	<b>23,783,412</b>	<b>103,327,869</b>	<b>73,424,412</b>	<b>2,395,937</b>	<b>75,820,349</b>	<b>73.4%</b>	<b>27,507,519</b>	<b>112,538,600</b>

CIP Section/Project	Allocated Budget	Unallocated Budget	Total Appropriation	Life-to-Date Expenditures	Encumbrances/ Requisitions	Total Committed or Expended (\$)	Total Committed or Expended (%)	Total Available Balance	Planned Future Funding (FY 23 - 31)
<b>Grand Total</b>	584,179,503	105,378,325	689,557,827	513,006,663	19,609,528	532,616,190	77.2%	156,941,637	995,474,753