



# QUARTERLY CAPITAL PROJECT STATUS REPORT

FY 2022—Third Quarter

May 24, 2022

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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.

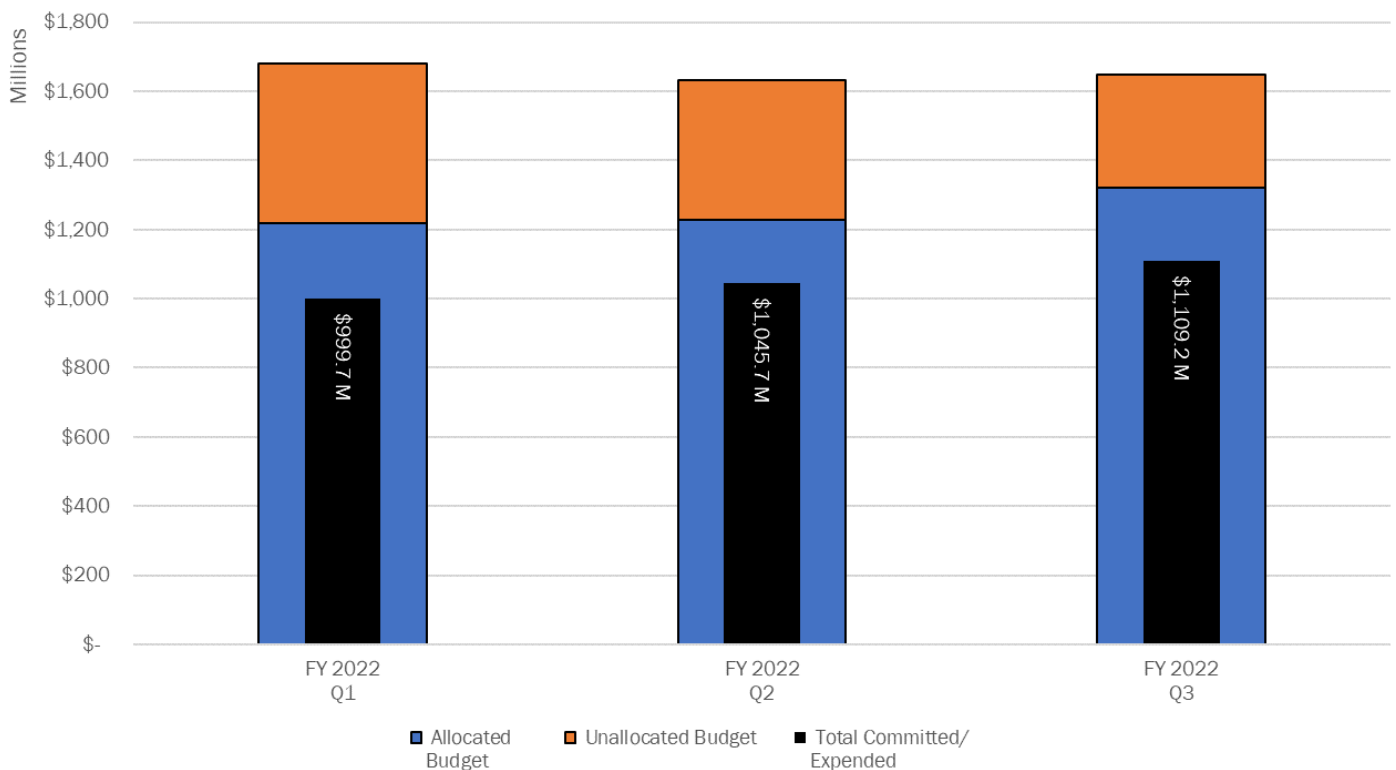
**Budget and Financial Information Review**

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<br>(FY 2022) | End of 2nd Quarter<br>(FY 2022) | End of 3rd Quarter<br>(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*     | \$11.6*      |  |

\*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 | FY 2025 - Q3 | FY 2025 - Q3 | FY 2025 - 3Q |  |
| 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 -<br>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  |
| <p>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.</p> | <p>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.</p> |

## 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<br>FY 2027 - 1Q                            | Phase I<br>FY 2027 - 1Q | Phase I<br>FY 2027 - 1Q | Phase I<br>*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.<br>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 & 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;<br>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<br>FY 2023 - Q2 | Phase IV<br>FY 2025/Q2 | Phase IV<br>FY 2025/Q2 | Phase IV<br>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)<br>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.<br>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         | Unallocated       | Total             | Life-to-Date      | Encumbrances/    | Total Committed   | Total Committed | Total Available   | Planned Future       |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|-----------------|-------------------|----------------------|
|  |                   | Budget            | Budget            | Appropriation     | Expenditures      | Requisitions     | or Expended (\$)  | or Expended (%) | Balance           | 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            | -                 | 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                          |
| <b>CIP Development &amp; Implementation Staff Total</b>           | <b>10,988,607</b> | <b>8,742,833</b>   | <b>19,731,440</b>   | <b>14,605,076</b>         | <b>209,790</b>             | <b>14,814,866</b>                | <b>75.1%</b>                    | <b>4,916,574</b>        | <b>86,350,000</b>                   |
| <b>Community Development</b>                                      |                   |                    |                     |                           |                            |                                  |                                 |                         |                                     |
| 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                           |
| <b>Community Development Total</b>                                | <b>24,483,473</b> | <b>4,040,438</b>   | <b>28,523,911</b>   | <b>19,223,038</b>         | <b>2,975,947</b>           | <b>22,198,985</b>                | <b>77.8%</b>                    | <b>6,324,926</b>        | <b>39,136,700</b>                   |
| <b>IT Plan</b>  |                   |                    |                     |                           |                            |                                  |                                 |                         |                                     |
| 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                             |
| <b>IT Plan Total</b>  | <b>60,180,561</b> | <b>13,424,126</b>  | <b>73,604,687</b>   | <b>53,417,728</b>         | <b>1,488,276</b>           | <b>54,906,004</b>                | <b>74.6%</b>                    | <b>18,698,684</b>       | <b>37,816,600</b>                   |
| <b>Other Regional Contributions</b>                               |                   |                    |                     |                           |                            |                                  |                                 |                         |                                     |
| 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                           |
| <b>Other Regional Contributions Total</b>                         | <b>13,897,822</b> | <b>247</b>         | <b>13,898,069</b>   | <b>13,677,284</b>         | <b>-</b>                   | <b>13,677,284</b>                | <b>98.4%</b>                    | <b>220,785</b>          | <b>4,368,000</b>                    |
| <b>Public Buildings</b>   |                   |                    |                     |                           |                            |                                  |                                 |                         |                                     |
| 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                           |
| <b>Public Buildings Total</b>                                     | <b>85,335,295</b> | <b>26,694,261</b>  | <b>112,029,556</b>  | <b>64,706,801</b>         | <b>5,480,718</b>           | <b>70,187,520</b>                | <b>62.7%</b>                    | <b>41,842,037</b>       | <b>141,568,600</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>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>  | <b>584,179,503</b> | <b>105,378,325</b> | <b>689,557,827</b>  | <b>513,006,663</b>        | <b>19,609,528</b>          | <b>532,616,190</b>               | <b>77.2%</b>                    | <b>156,941,637</b>      | <b>995,474,753</b>                  |