



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of November 15, 2008**

**DATE:** October 24, 2008

**SUBJECT:** Authorization of additional funding for Rosslyn Station Access Improvements Project ("RSAIP") Phase Two Final Design.

**C. M. RECOMMENDATIONS:**

1. Authorize additional funding of \$1,194,131 from the following two sources to cover additional design work and to increase the project contingency from \$189,869 to \$500,000 for the Rosslyn Station Access Improvements Project ("RSAIP"):
  - a. Approve the use of \$185,537 remaining grant funds from a federal grant previously executed by the Washington Metropolitan Area Transit Authority ("WMATA") for concept planning for the RSAIP; and
  - b. Approve the use of \$1,008,594 from the County's Transportation Investment Fund (331.47001.MA47.CT09.0000) established in the County Capital Improvement Program ("CIP") for the RSAIP.
  
2. Approve the revised project budget shown in Exhibit 1 and grant authority to the County's Project Officer to make any other adjustments/reallocations of the line items in the approved project budget within the total spending authority of \$5,012,000.

**ISSUES:** County Board approval of additional funding is needed to complete final design, construction bid documents, and other associated work products in order to maintain progress toward construction of RSAIP. The schedule for completion of the RSAIP is anticipated to be delayed by a few months but remains viable for a 2011 opening.

**SUMMARY:** Since the inception of the RSAIP, the County has approved and appropriated \$3,013,000 for WMATA to undertake the preliminary engineering, final design and other associated tasks required to proceed to construction. These funds have been exhausted and additional funds are now required for WMATA to complete final design as well as analyses required due to changes in the construction schedule and sequence.

County Manager: RC/GA

County Attorney: BAK/SM

Staff: Bea E. Hicks, DES Transportation

17.

**BACKGROUND:** An Agreement between WMATA and the County Board of Arlington County, Virginia for the Design and Approval ("Phase One Agreement") of Certain Public Transportation Projects was approved by the County Board in June 2000. It set forth a list of projects for which Federal and State transportation grant funds were expected and those included in the Commonwealth Transportation Board ("CTS") Six Year Plan, the constrained Long Rang Plan ("CLRPP") of the Transportation Planning Board of the National Capital Area or its annual Transportation Improvement Plan ("TIP"). The funds are to support conceptual and preliminary design, public hearing and project approval activities.

In May 2007, the Board approved the Rosslyn Central Place ("RCP") Site Plan #335 which included a new entrance concept plan consisting of three new high speed, high capacity elevators, a mezzanine, emergency stairs, and related infrastructure with the expectation that the new entrance to Rosslyn station would be constructed and opened concurrently with the Phase I office building of Rosslyn Central Place development and provide additional access capacity to the station to support the approved higher density of the development.

The County Board, on July 7, 2007, authorized the County to allow WMATA to expend no more than \$350,000 of County funds in the Rosslyn Project to begin initial work of preliminary engineering/design of RSAIP and directed staff to complete Amendment 1 of the Phase One Agreement before requesting additional funds from the WMATA TIF. Amendment 1 of the Phase One Agreement provided an update of all projects in the Phase One Agreement and specified those which were completed, active or new projects to be implemented with the previously identified grant funds. Amendment 1 of the Phase One Agreement was approved by the County Board on November 13, 2007 and included the RSAIP as a new project. It also authorized WMATA to spend up to \$800,000 to complete NFPA analysis and complete preliminary engineering of the RSAIP.

The County Board, on February 23, 2008, approved an Agreement between WMATA and the County Board for Phase Two ("Phase Two Agreement") of the RSAIP for final design and approved, allocated and appropriated funding for this purpose. This action included RSAIP budget, Project Management Plan and appropriation of the remaining funds needed for Phase Two design and Federal Secondary funds for future construction.

This was the first Phase Two Agreement between the County and WMATA for Metro improvement projects since WMATA reorganized. The previous agreements governed planning, design, construction and payment terms for services performed by WMATA. Following the WMATA reorganization last year, WMATA charged its Compact member jurisdictions with the responsibilities of securing and managing capital grants as well as design and construction of Metro station improvement projects. This framework was new and neither the County nor WMATA had a proven way to proceed.

**DISCUSSION:** The proposed total budget for the Rosslyn Station Access Improvements is approximately \$50 million. The RSAIP construction portion of the total budget is estimated at approximately \$40 million. Three million thirteen thousand dollars was proposed to compensate WMATA for the RSAIP design. The Phase One Agreement with WMATA, as amended, called

for completion of the any technical analyses, development of conceptual and preliminary designs, project approval activities and negotiation of various agreements necessary for Phase Two. Phase Two services included final design, project management, and technical oversight as well as development of construction and financial plans, detailed specifications; construction cost estimates and bid document preparation for the RSAIP. The County is responsible for design review at each stage of the design and will contract for the construction of the improvements.

The \$3,013,000 budget approved and appropriated for design has been exhausted although the final design and development of construction bid documents are not complete.

- One cause of cost increases was due to the County's requests and reviews of multiple design options for the emergency exit prior to selecting the preferred location. The County instructed WMATA and its consultant to design various location options for County review. County staff decided on a design that satisfies the County's operational and public requirements.
- Another major change occurred regarding the method of excavation and construction of the RSAIP. Initially, the RSAIP called for the "cut and cover" method of construction. WMATA and its consultant later determined, following additional geotechnical analyses, that excavation of the elevator shaft and tunneling to create the mezzanine would be a more efficient method. WMATA, County staff, and consultants determined that a mining and tunneling method should be used rather than a cut and cover method as originally planned.
- The developer has changed its construction sequencing and foundation loads requiring additional geotechnical analyses to assure the integrity of the RSAIP construction as well as delayed its demolition and excavation causing the County to revise its schedule and incur additional costs for redesign.

County staff estimates, at this time, that additional funding of approximately \$428,000 will be required by WMATA to complete the final design and other deliverables specified in the Scope of Services; \$456,000 will be required for additional geotechnical analyses given the developer's change in foundation loads and construction sequencing; and \$310,131 is requested to increase the contingency to \$500,000 if the County elects to proceed with the RSAIP in advance of the developer's construction of its Phase I building.

**FISCAL IMPACT:** Previously approved sources of funding for the RSAIP design phase include local funds, Transportation Infrastructure Investment Funds (TIIF) at WMATA, and State Capital Formula funds. The two sources of additional funding requested in this Board action are (1) the balance of existing Federal grant funds at WMATA and (2) the County's Transportation Investment Fund (331.47001.MA47.CT09.0000) accrued from recent commercial tax revenue. The details of the previously approved and proposed revised expenses and funding for the RSAIP design phase are shown in the attached exhibit.

**Exhibit 1**  
**Rosslyn Station Access Improvements**  
**Design Expenses**

	<b>Previously Approved</b>	<b>Revised Request</b>
<b>Phase One Preliminary Design</b>		
• WMATA	\$ 800,000	\$ 800,000
• Arlington County	\$ 200,000	\$ 200,000
<b>Phase Two Final Design</b>		
• WMATA	\$ 2,213,000	\$ 3,097,000
• Arlington County	\$ 415,000	\$ 415,000
County Contingency	\$ 189,869	\$ 500,000
<b>TOTAL</b>	<b>\$ 3,817,869</b>	<b>\$ 5,012,000</b>

**Approved Funding**

<b>Source</b>	<b>Funding</b>	<b>Comments</b>
<b>Phase One Preliminary Engineering</b>		
Transit Infrastructure Investment Fund (TIIF) – unused Ballston Project funds	\$800,000	From the \$1.572 million previously authorized by County board 11-07-07
2007 State Capital Grant Reimbursement	\$200,000	From NVTC
<b>Subtotal – Phase One</b>	<b>\$1,000,000</b>	
<b>Phase Two Final Design</b>		
TIIF – unused Ballston Project funds	\$772,000	Remaining amount from \$1.572 million allocated to RSAI
2007 TIIF	\$455,940	Unallocated TIIF balance at WMATA
2007 Ballston Escalator Wellway Repayment	\$689,929	Developer payment to reimburse TIIF loan
2007 State Capital Grant Reimbursement	\$900,000	From NVTC
<b>Subtotal – Phase Two</b>	<b>\$2,817,869</b>	

**Additional Funding Request**

RSAIP Federal Grant w/Local Match	\$185,537	Remaining from previously executed grant for concept planning
County Transportation Investment Fund (TIF)	\$1,008,594	FY09 County CIP
<b>Subtotal – Additional Funds</b>	<b>\$1,194,131</b>	
<b>Total Funds Requested for Design</b>	<b>\$5,012,000</b>	