



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of December 8, 2012**

**DATE:** November 26, 2012

**SUBJECT:** Amendment to the contract value and fund sources for Agreement 375-10 with URS Corporation related to planning work for the Route 1 (Crystal City) Streetcar Project.

**C. M. RECOMMENDATION:**

1. Authorize an additional \$664,070 in County funds toward Agreement 375-10 with URS Corporation.
2. Authorize the Purchasing Agent to amend Agreement 375-10 with URS Corporation to change the contract amount and change the scope of work, subject to review and approval of the County Attorney's Office.

**ISSUES:** Due to the deferral of the City of Alexandria portion of the Route 1 Streetcar Project, additional County funding is needed to replace the reduction in City funding. County Board authorization is required to amend the contract.

**SUMMARY:** In light of the City of Alexandria deferring its portion of the Route 1 Corridor Streetcar Project, Arlington County staff has renegotiated the environmental planning and conceptual engineering contract with URS Corporation to reduce the scope of remaining work. The remaining work on the project will be paid for entirely by Arlington County, as opposed to being shared 50/50 with the City of Alexandria. The scope reduction is less than the reduction in funding from the City of Alexandria; therefore, the amount of funding from Arlington County must increase to make up the difference.

**BACKGROUND:** In 2010, Arlington County and the City of Alexandria advanced a joint project for environmental planning and conceptual engineering of a streetcar line – called the Route 1 Corridor Streetcar Project – connecting the Pentagon City and Braddock Road Metrorail Stations, traversing Crystal City and Potomac Yard. The County and City jointly hired a planning and engineering consultant, URS Corporation, to assist with the effort. Arlington County holds the contract with URS Corporation. The County and City had agreed to split the consultant cost equally between the two parties.

County Manager:

County Attorney:

14.

Staff: Matthew Huston, DES

Arlington County and the City of Alexandria agreed in June 2012 to continue the Route 1 Corridor Streetcar project in two phases: a Crystal City Streetcar Project and a Potomac Yard Streetcar Extension Study. Arlington County has proceeded with environmental work and conceptual engineering for the Crystal City Streetcar Project. The City decided to defer the Potomac Yard Streetcar extension study but intends to resume studying a streetcar extension into their jurisdiction once planning is complete for the Potomac Yard Metrorail Station. With the City's deferral of its portion of the project, the City is no longer contributing further toward the cost of the current work.

**DISCUSSION:** County staff has renegotiated the contract scope and value with URS Corporation. The scope is reduced in that further analysis of environmental conditions and effects and development of conceptual engineering within the City of Alexandria is discontinued. However, other scope elements are not reduced a great deal, such as documentation, public involvement, and development of design criteria. For those elements, Arlington County must cover 100 percent of remaining costs, rather than split those costs 50 percent each to the County and the City.

The original contract value was \$3,240,000 with a 10 percent contingency for a total authorized amount to \$3,564,000. The City of Alexandria was contributing \$1,782,000, and Arlington County was contributing the remaining \$1,782,000. Of the amount spent to date on the original contract, the City of Alexandria's contribution is \$314,930.

The new contract value, for the reduced scope, is \$2,510,000 with a 10 percent contingency for a new contract amount of \$2,761,000. This amount includes work already completed. The City of Alexandria's share is its contribution to date of \$314,930. The remaining \$2,446,070 is to be funded by Arlington County. The County Board initially authorized County funds of \$1,782,000. The additional amount of \$664,070 is now needed due to Alexandria's withdrawal from the project.

**FISCAL IMPACT:** The contract value, including contingency, is reduced from \$3,564,000 to \$2,761,000. Arlington County's share of the contract increases from \$1,782,000 to \$2,446,070. The additional \$664,070 will come from the Transportation Capital Fund, the revenue for which comes from an add-on commercial and industrial property tax. Staff will apply for state capital reimbursement from the Virginia Department of Rail and Public Transportation. Arlington County staff conservatively anticipates that 30 percent of the additional cost will be reimbursed by the Commonwealth to reduce the ultimate burden on the Transportation Capital Fund.