

Subject: DES- Communications Transportation FTE

**FY 2019 Proposed Budget
Budget Work Session Follow-up**

4/17/2018

The following information is provided in response to a request made by Libby Garvey over email on 4/9/2018, regarding the following question:

Please explain the need for the new communications position in transportation. What is that person going to do that is not being done now and why cannot current staffing do that work?

Transportation Public Engagement FTE

Even with today's range of uncertainty on certain transportation revenues, the Transportation Capital Program covers a portfolio of \$1.0 billion over a 10-year period to deliver critical transportation and transit projects to Arlington County. The program requires a significant effort in planning and executing thorough public engagement processes to meet the expectations of our community as described in the New Six Step Guide for Capital Projects. To ensure successful public engagement strategies, it is important to have staff members skilled in designing, implementing and facilitating public engagement strategies. Currently, the existing FTE dedicated to engagement does not provide full coverage of all capital (and some related PAYG and operating) project work in the transportation program which includes:

- Complete streets on Columbia Pike and throughout Crystal City
- Complete streets projects in the R-B corridor
- ART (and related Metrobus) capital projects
- Metro entrance capital projects
- Evolving streetlight program
- Bike and pedestrian programs
- Significant pavement markings changes

The additional FTE will augment and provide the necessary resources to ensure effective engagement occurs for projects, from scoping, through design and construction and initial operating phases. In addition, Engagement Specialists will work closely with the County Manager's Communication and Public Engagement team to align engagement strategies with the new Public Engagement Guide for Capital Projects.

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As you know, consistent and quality processes reduce the chance of scope changes, and risks to schedule and budget, while enhancing community acceptance of projects. At various points historically, the Transportation program had two staff members dedicated to engagement and this increase will restore staffing to previous coverage levels, which we consider the minimum given expectations for engagement and the ongoing large Transportation Capital Program. Funding the position will not affect the General Fund.