

Our Mission: To provide critical transportation infrastructure to enhance the community's long-term economic and environmental sustainability.

Transportation Capital Fund

- Allows the County to make major ongoing investments in multimodal transportation infrastructure that supports the function, competitive position, and ongoing development of Arlington's commercial and mixed-use districts such as the Rosslyn-Ballston Corridor, Crystal City, Pentagon City, Columbia Pike, Lee Highway, and Shirlington. These commercial mixed-use districts make up almost half of the County's tax base, and include most of the County's office, hotel, retail, and multi-family housing stock.
- Provides a stream of capital funding for transportation projects that is over and above what would be available from County general obligation bond and Pay-As-You-Go sources.
- Provides the opportunity to leverage outside sources of funding from federal, state, and regional transportation programs as well as private sector partners.

The Transportation Capital Fund (TCF) is comprised of two sources described below: the Commercial and Industrial (C&I) Tax and NVTAs 30% Local

- Commercial & Industrial Tax is a source of funding authorized by the General Assembly in 2007 enabling the County to levy an additional real estate tax on industrial and commercial properties for transportation initiatives. In April 2008, the County Board adopted a tax of \$0.125 per \$100 of assessed value for transportation projects. Proceeds of the tax are held in a separate fund.
- NVTAs 30% Local Funds is comprised of a 0.7% increase in the local sales tax approved in 2013 by the General Assembly as part of HB 2313. The Northern Virginia Transportation Authority (NVTAs) receives the proceeds of this tax and retains 70% for funding of projects that are regional in nature. The remaining thirty percent of this tax is deposited in the Transportation Capital Fund along with the Commercial & Industrial tax. In 2018, The General Assembly repealed two additional taxes and fees that were part of the original 2013 legislation and diverted those funds to the Washington Metropolitan Area Transit Authority (WMATA) Capital Fund beginning in FY 2019.

SIGNIFICANT BUDGET CHANGES

The FY 2022 proposed budget for the Transportation Capital Fund (TCF) is \$33,963,837, based on projected current year revenues, or a one percent decrease from the FY 2021 adopted budget. The complete spend down plan reflects utilization of current year revenues and fund balance as capital projects are rarely completed in a single year and require carryover of funds to be fully executed. The complete FY 2022 implementation plan compared to the revised FY 2021 plan is shown in the fund statement. The FY 2022 budget reflects:

- For FY 2022 there is a transfer in of five capital project coordinators from General Fund to Transportation Capital Fund (\$295,015, 5.0 permanent FTEs). Historically, these positions have been charging portions of their work to the Transportation Capital Fund (TCF). For FY 2022 these positions and their remaining budgeted costs will be transferred and fully changed to TCF. Along with lower projected real estate tax revenues, funding the overhead costs of these five positions will require project portfolio adjustments during the upcoming CIP process.

- ↓ Revenues decreased based on commercial real estate assessment projections (\$1,683,909), offset by increased revenue projections for the Northern Virginia Transportation Authority (NVTA) (\$1,210,946).

PROGRAM FINANCIAL SUMMARY

	FY 2020 Actual	FY 2021 Adopted	FY 2022 Proposed	% Change '21 to '22
Capital Projects	\$41,203,016	\$34,436,800	\$33,963,837	-1%
Total Expenditures	41,203,016	34,436,800	33,963,837	-1%
Total Revenues	51,985,223	\$34,436,800	\$33,963,837	-1%
Change in Fund Balance	\$10,782,207	-	-	-
Total Authorized FTEs	29.0	29.0	34.0	

There are a total of 41 FTEs to support the transportation capital program. 34 FTEs are funded by the Transportation Capital Fund and 7 FTEs are funded by the Crystal City Tax Increment Fund (TIF).

- This table appropriates projected new revenue to be received for NVTA local and the Commercial and Industrial tax for FY 2022. Consequently, expenditures reflect the spending plan of current year revenues only. For a more complete view of sources and uses of funds and resulting fund balances, please refer to the Fund Statement shown below.

FY 2022 MAJOR PROJECTS

Complete Streets

- Columbia Pike Multimodal Street Improvements: Multimodal improvements along the entire corridor will increase pedestrian safety and access with consistent and wider sidewalks, provide improved bicycle facilities mostly on adjacent bicycle boulevards, improve traffic flow through the introduction of turn lanes and a consistent cross section, and increase pedestrian safety at intersections. These investments also greatly improve access to local and regional bus transit service along the corridor. This is particularly important given that Columbia Pike is the highest ridership bus corridor in Arlington and one of the highest in the Commonwealth.
 - Construction is underway on the west end segment between Four Mile Run and the County line and is expected to be completed in FY 2021. Engineering drawings are nearing completion for four additional segments. Construction is anticipated to commence on two of the segments in FY 2022 and on the last two segments in FY 2023. The construction start for both is contingent on successful negotiation of right-of-way and easement acquisitions.

- Improvements Outside Major Corridors:
 - Lee Highway at Glebe Road Intersection Improvements: Sidewalk improvements, installation of left turn lanes along Glebe Road, upgraded traffic signals, streetlighting, and improved bus stops to follow the utility undergrounding. Construction is underway and expected to be completed in FY 2022.
 - Walter Reed Drive – 6th Street to Columbia Pike: Pedestrian safety and access improvements that include construction of sidewalks, bike lanes, curb extensions, crosswalks, and bus stop improvements. These improvements will create a safer corridor and have been coordinated with new developments occurring at the schools, apartments, community facilities, commercial properties, and residences located along Walter Reed Drive. Design development is underway, and construction is expected to start and finish in FY 2023.
 - Arlington Ridge Road at S. Lynn Street: The goal of this project is to improve safety for all modes of transportation by improving the intersection of Arlington Ridge Road with S. Lynn Street and the I-395 on/off ramp. This project will shorten crossing distances for pedestrians, provide additional crossing locations, and make existing bus stops ADA-compliant. Construction is expected to start in FY 2022 and be completed in FY 2023.
- Rosslyn-Ballston Corridor Improvements: these include multimodal street improvements throughout the corridor that meet the planning goals outlined in the Master Transportation Plan (MTP) and area sector plans. These projects will provide significant street and sidewalk safety and functionality improvements. Projects include:
 - Fairfax Drive and Kirkwood Road Intersection: The project will improve intersection geometry with new and extended median and curb extensions at the intersection. Work will also include regrading and restriping Kirkwood from Washington Boulevard to Fairfax Drive to remove the median and provide bike lanes and redoing drainage. Design is anticipated to start in FY 2022 and will be coordinated with the Clarendon Sector Plan update that began in FY 2021.
 - Washington Boulevard Improvements (Wilson to Kirkwood): The project includes improvements to traffic lanes and associated traffic signals and development of an adjacent property into a County Department of Parks and Recreation-maintained open space. Work will also include updates to sidewalks and other streetscape elements to match improvements made at Clarendon Circle. Construction will start in FY 2021 and is expected to be completed in FY 2023.
- Crystal City, Pentagon City, Potomac Yard Street Improvements: These include Multimodal street improvements throughout the area that will improve connectivity, access, and enhance private redevelopment opportunities.
 - The 18th Street South (Fern Street to Eads Street) project will rebuild 18th Street between South Fern Street and South Eads Street to continue the existing South Hayes Street Protected Bike Lane. Additionally, the project will rebuild the intersection of 18th Street South and South Fern Street to decrease crossing distances and reduce impervious area. It is expected to start construction in FY 2022.
 - The 15th Street South/South Clark-Bell Street Realignment project will connect South Clark Street to South Bell Street at 15th Street South to form a 4-way intersection and complete the street grid in the northern area of Crystal City. The project will also create space for the 15th Street South Garden Park and implement the southbound Crystal City-Potomac Yard Transitway. Design is underway with construction anticipated to commence in FY 2022.

- The Army Navy Drive Protected Bike Lane project will resolve missing links in the protected bike lane network along Army Navy Drive west of Joyce Street. Design is anticipated to begin in FY 2022.
- **Boundary Channel Interchange Improvements:** This project will upgrade the Boundary Channel Drive/I-395 interchange to improve traffic operations and safety for all users. The existing interchange is inadequate for current demands and for future planned growth in Crystal City. The interchange project also includes a connection to Long Bridge Park Drive and a bicycle connection from the Humpback Bridge (Mount Vernon Trail) to Long Bridge Park. Boundary Channel Drive will be reduced from four lanes to two lanes and all existing ramp terminals along Boundary Channel Drive will be converted to roundabouts. The eastern side of the interchange will be reconfigured to better separate various movements and provide an improved connection between Long Bridge Drive and I-395 northbound. Project elements include new curb and gutter, shared-use paths, bicycle facilities, street trees and street lighting. VDOT will be handling the construction, which is anticipated to begin in FY 2022 and be completed in FY 2025.
- **Transportation Systems and Traffic Signals:** This program includes the upgrade and reconstruction of existing outdated traffic signals and allows for the implementation of transportation operations and management systems components such as backup power and mid-block flashing beacons. Typically, the County rebuilds around eight signals per year with varying degrees of intersection-related improvements such as accessible curb ramps.
- **Intelligent Transportation System (ITS):** This program enables the County to expand ITS system capabilities/upgrades utilizing the County's fiber network. These projects include upgrading the County's traffic signal system to allow for integration of existing components such as video detection, uninterrupted power supply (UPS), and Polara pedestrian push buttons into the central Traffic Management Center (TMC). Additionally, in FY 2022, this program will continue to work towards designing and installing new ITS strategies such as data sharing and collection, and security enhancements.
- **Strategic Network Analysis and Planning:** This program supports multimodal traffic data collection and analysis services used for traffic engineering and operations projects including:
 - Traffic volume/speed/classification data collection at intersections and along corridors for all modes of transportation (vehicle, heavy truck, pedestrian, bike) to inform various transportation analyses.
 - Crash data organization and record upkeep, which allows for transportation safety analyses throughout the County and subsequent implementation of safety measures on identified problem areas. This supports the Vision Zero safety initiative.
 - Travel demand model data program to collect/purchase data useful in understanding travel patterns and travel behavior. This data will be used in modeling the impacts of potential infrastructure improvement projects or policy changes on the transportation system.

The data programs listed above also support travel demand forecasting model development efforts. The modeling program includes developing and updating an Arlington County travel demand model that can be used for multimodal service analysis and strategic planning for Arlington County as a whole. This program also supports additional customized modeling at a more detailed level for subareas—including Crystal City/Pentagon City, the Rosslyn/Ballston Corridor, and the Columbia Pike Corridor. These models will allow the County to test multimodal impacts on the County's roadways and assist in decision-making by ensuring that investments will yield significant positive impacts on the countywide transportation system.

- **Street Safety Improvements (SSI):** This is a new program started in FY 2020 that supports the Vision Zero Resolution the County Board adopted in July 2019. The resolution identified safety as a priority and called for eliminating fatal and severe injury crashes. The program supports projects at intersections and streets where safety improvements are needed for pedestrians, bicyclists,

transit riders, or motorists as determined through a comprehensive investigation, including crash analysis. It focuses on safety improvements that can be deployed or implemented in a relatively short amount of time with lower capital cost. For example, tactical treatments such as tightening intersection configuration through marking and vertical delineators to address elevated crash rate at certain intersections; marking stop bars at every stop sign location county wide; installing Pedestrian Flashing Beacons at certain crosswalks; installing Speed Feedback Indicator Signs; etc. The program will also collect before and after data to establish a baseline of effectiveness, and in turn allow the development of an up-to-date Transportation Safety Toolbox. The periodic updates of Vision Zero action plan will be part of the scope as well.

Transit

- ART Fleet Replacement: The ART Fleet Replacement program funds replacement of aging buses that have completed their useful life in accordance with public transit standards. The ART Fleet Expansion program grows the fleet to keep pace with the increasing demand for transit.
- ART Operations and Maintenance Facility: Will provide a necessary facility to maintain and store Arlington's growing fleet of ART buses. The County has increased the number of ART routes and hours of service significantly during the past 10 years. The local bus fleet currently totals 78. The site on Shirlington Road will be used to ground the ART fleet, with construction of an operations and administration building, an 8-bay transit bus maintenance facility, parts storage room, maintenance offices, and garage parking area. Construction is expected to start in FY 2022.
- Ballston Multimodal Improvements: Improvements to the bus bays, curb space, bike parking, crosswalks, and plaza area around the entrance of Ballston-MU Metrorail station. The project will reconfigure and increase the number of bus bays, modernize and enlarge bus shelters and seating, improve pedestrian circulation, and establish a kiss-n-ride area to relieve crowded conditions. The project started construction in FY 2020 and will complete in FY 2022.
- Columbia Pike Transit Stations: The project involves the design and construction of 23 high-quality Transit Stations at 12 locations along Columbia Pike. Transit Stations are larger designed transit shelters and platforms with several planned passenger amenities, including 9.5-inch curb for near-level boarding, detectable warning strips, enhanced lighting, larger covered waiting area with ample seating, real-time bus information, and improved sidewalks. This project is expected to be constructed in phases between CY 2021 and CY 2024. The original anticipated construction for phase 1 was in CY 2018; however, it was pushed to CY 2019 due to various challenges. Construction on the civil work for phase 1 began in December 2019 and was substantially completed in July 2020. Project is currently awaiting final completion of civil punch list work for the first phase, resolution of outstanding fabrication issues, and approval of a shelter mockup; all which are expected to be completed to allow for shelter installation by the fall of CY 2021.
- Pentagon City Metro Station Second Elevator: The elevator will improve access to the station from the west side of S Hayes Street, as well as creating redundancy if one elevator is out of service. The project is expected to enter construction in FY 2022 and complete construction in FY 2023.

TRANSPORTATION CAPITAL FUND
FUND STATEMENT

	FY 2020 ACTUAL	FY 2021 ADOPTED	*FY 2021 RE-ESTIMATE	*FY 2022 PROPOSED
ADJUSTED BALANCE, JULY 1				
Construction Reserve	\$168,230,064	\$142,601,751	\$179,012,271	\$173,071,997
Reserve	3,400,000	3,400,000	3,400,000	4,400,000
TOTAL BALANCE	171,630,064	146,001,751	182,412,271	\$177,471,997
REVENUES				
Commercial Real Estate Revenues	25,482,225	26,566,401	25,846,966	24,882,492
Developer Contributions	1,000,000	-	-	-
*Capital Bikeshare - User Revenue	531,897	-	548,000	832,000
Miscellaneous Revenues	190	-	-	-
*Grant Revenues	16,857,115	-	9,959,600	34,712,600
NVTA Revenues - Local	8,113,796	7,870,399	7,323,481	9,081,345
TOTAL REVENUES	51,985,223	34,436,800	44,224,965	69,450,081
TOTAL REVENUE & BALANCE	223,615,287	180,438,551	226,637,236	246,922,078
EXPENSES				
Capital Projects - Current Year	41,203,016	34,436,800	44,224,965	69,450,081
Capital Projects - Carry-Over	-	36,030,555	4,940,274	4,925,470
TOTAL EXPENSES	41,203,016	70,467,355	49,165,239	74,375,551
BALANCE, JUNE 30				
Construction Reserve	179,012,271	106,371,196	173,071,997	169,146,527
Reserve ¹	3,400,000	3,600,000	4,400,000	3,400,000
TOTAL BALANCE	\$182,412,271	\$109,971,196	\$177,471,997	\$172,546,527

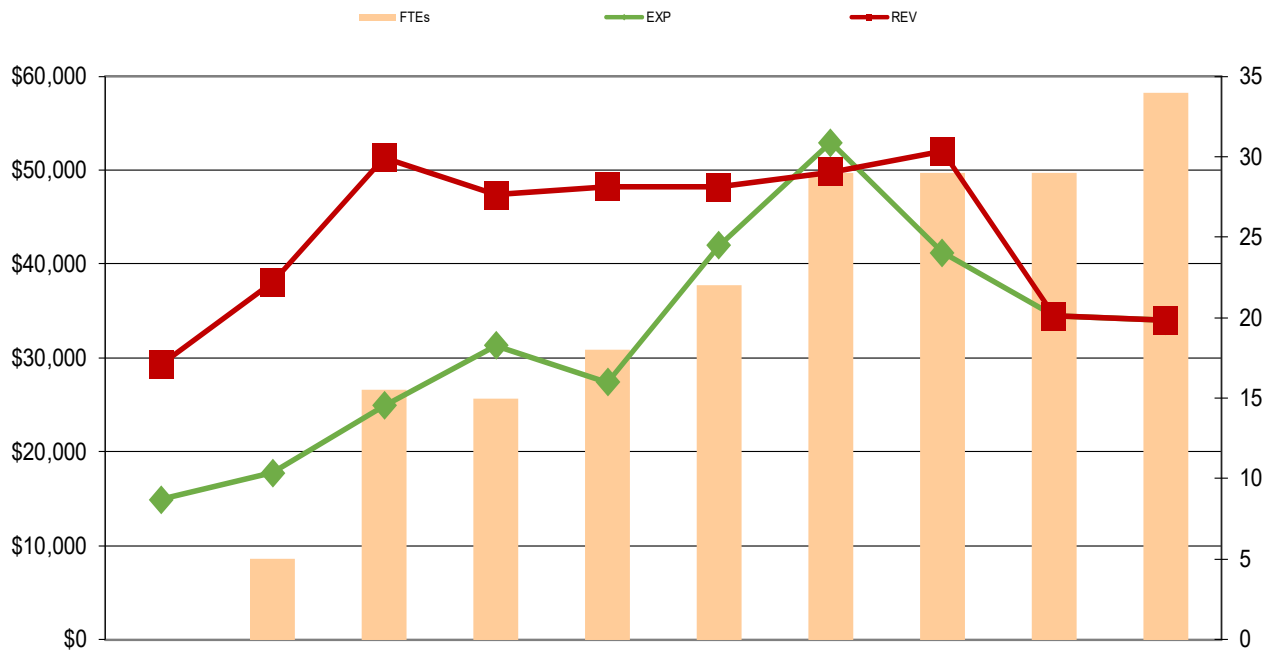
*For the first time in the FY 2021 Re-Estimate column and the FY 2022 Proposed column, revenues derived from Capital Bikeshare user fees and grant reimbursement requests have been projected, which more accurately forecasts ending fund balance. No appropriation action is required as these funds have previously been appropriated into the budget via grant award board reports.

- Most capital projects span multiple years, from design to construction completion.
- Ending fund balances reflect that funding for capital projects is carried forward each fiscal year. Balances fluctuate, reflecting forecasted vs. actual project execution.
- The FY 2022 Proposed Budget column is presented in a similar fashion to show planned execution of projects in the fiscal year.
- These are estimates based on preliminary plans and design and construction schedules.

Note:

1. Balances equivalent to a minimum of ten percent of annual budgeted TCF revenues are held in a reserve in accordance with the County Board’s financial and debt policies.

EXPENDITURE, REVENUE AND FULL-TIME EQUIVALENT TRENDS



	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
\$ in 000s	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Adopted Budget	Proposed Budget
EXP	\$14,883	\$17,742	\$24,894	\$31,329	\$27,419	\$41,991	\$52,936	\$41,203	\$34,437	\$33,964
REV	\$29,278	\$38,012	\$51,360	\$47,353	\$48,269	\$48,209	\$49,783	\$51,985	\$34,437	\$33,964
FTEs	0.00	5.00	15.50	15.00	18.00	22.00	29.00	29.00	29.00	34.00

The FY 2022 Proposed Budget includes a total of 41 FTEs to support major street and transit program elements. 34.0 FTEs are funded by Transportation Capital Fund and 7.0 FTEs are funded by the Crystal City Tax Increment Fund.

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
FY 2013	<ul style="list-style-type: none"> ▪ The adopted FY 2013 revenues and expenditures increased by 13.8 percent from the FY 2012 adopted budget and 4.4 percent from the FY 2012 re-estimate, based on projections for the commercial real estate tax. The adopted commercial real estate tax rate is \$0.125 per \$100 of assessed value, which is expected to generate \$24,000,000 in FY 2013. 	
FY 2014	<ul style="list-style-type: none"> ▪ The adopted FY 2014 revenues and expenditures increased by 0.5 percent from the FY 2013 adopted budget and FY 2013 re-estimate, based on projections for the commercial real estate tax. The adopted commercial real estate tax rate is \$0.125 per \$100 of assessed value, which is expected to generate \$23,862,600 in FY 2014. ▪ There are a total of 8.0 authorized FTEs in FY 2014, of which 5.0 FTEs are funded by Transportation Capital Fund (TCF) and 3.0 FTEs are funded by Crystal City Tax Increment Fund (TIF). ▪ <i>As part of the FY 2013 closeout appropriation, 10.0 new FTEs were authorized from Transportation Capital Fund to support major street and transit program elements.</i> 	<p>5.0</p> <p>10.0</p>
FY 2015	<ul style="list-style-type: none"> ▪ Revenues and expenditures increased based on commercial real estate projections (\$1,399,057) and the addition on local Northern Virginia Transportation Authority (NVTA) revenue approved by the General Assembly in 2013 (\$11,400,000). 	
FY 2016	<ul style="list-style-type: none"> ▪ Revenues and expenditures decreased based on commercial real estate projections (\$558,195), and Northern Virginia Transportation Authority (NVTA) revenue projections (\$57,218). ▪ The authorized FTEs were decreased 0.5 to properly reflect the grant compliance position reporting to the Human Rights Office. The salary for this position remains fully charged to the Transportation Capital Fund. ▪ As part of budget adoption, \$412,000 of funding for bike-pedestrian projects were shifted from decal fees (PAYG) to HB2313 local. ▪ ART Service Enhancements (\$155,638) and Supplemental ART service (\$425,000) were funded by HB 2313 local funds. 	<p>(0.5)</p>
FY 2017	<ul style="list-style-type: none"> ▪ Revenues and expenditures increased based on commercial real estate projections (\$79,849), and Northern Virginia Transportation Authority (NVTA) revenue projections (\$471,659). The revenue will be used to support major approved capital projects. ▪ Personnel and non-personnel increased due to the addition of two Design Engineer Team Supervisors in the Engineering Bureau and one Principal Planner for the Neighborhood Complete Streets Program. Other personnel changes are a reallocation of a previously approved 1.0 position in County Attorney’s Office to a 1.0 Capital Programs Management 	<p>3.0</p>

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	Coordinator and reallocation of a previously approved 1.0 position in DES Real Estate to a 1.0 Engineering Design Section Manager.	
FY 2018	<ul style="list-style-type: none"> ▪ Revenues increased based on commercial real estate projections (\$1,640,387), and Northern Virginia Transportation Authority (NVTA) revenue projections (\$85,559). ▪ Added 4.0 FTEs including a Neighborhood Complete Streets Traffic Engineer position (\$133,000) in the Traffic Engineering & Operations Bureau, a Design Engineer position (\$133,000) in the Engineering Bureau to support the Neighborhood Complete Streets program, a Management & Budget Specialist position (\$113,050) to support the overall transportation capital program, and the transfer of an existing position in the Real Estate Bureau from the Crystal City, Potomac Yard, and Pentagon City Tax Increment Financing Area (TIF) fund. 	4.0
FY 2019	<ul style="list-style-type: none"> ▪ Revenues decreased based on a reduction in commercial real estate assessments (\$1,246,745), and a reduction in Northern Virginia Transportation Authority (NVTA) revenues due to the 2018 General Assembly action to provide dedicated funding to Metro (\$4,307,391). ▪ Added two Engineering positions (\$276,000) in the Traffic Engineering & Operations Bureau; The first FTE will support the Transportation Systems & Traffic Signals and Intelligent Transportation Systems CIP programs. The second FTE will support delivery of the Complete Streets CIP program. ▪ Added one Community Relations Specialist position (\$133,000) to support the overall transportation capital program. ▪ Three positions were transferred from the DES General Fund. The positions include two Budget Analysts and a Transportation Capital Program Manager (\$427,000). A portion of the time for these positions had already been charged to capital projects and the Transportation Capital Fund (net impact \$257,000). ▪ Added a Grants Compliance Specialist position currently charged to the Transportation Capital Fund but previously authorized in the County Manager's Office (1.0 FTE). ▪ <i>As part of the FY 2018 closeout appropriation, revenue and expenses were reduced based on Virginia General Assembly action to dedicate funds to WMATA (\$4,455,768).</i> 	2.0 1.0 3.0 1.0
FY 2020	<ul style="list-style-type: none"> ▪ Revenues increased based on commercial real estate assessment projections (\$1,242,804) and Northern Virginia Transportation Authority (NVTA) revenue projections (\$346,152). 	
FY 2021	<ul style="list-style-type: none"> ▪ Revenues increased based on commercial real estate assessment projections (\$146,644). 	

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none">Revenues decreased based on Northern Virginia Transportation Authority (NVTA) revenue projections (\$68,362).	