



Fiscal Affairs Advisory Commission
Report to the County Board

FY 2023-2032 Proposed Capital Improvement Plan

Budget Area:	Transportation
FAAC Reviewers:	Gillian Burgess, Lauren Harris, Scott Pedowitz
Date of FAAC Action:	16 June 2022
Presented By:	

FAAC Opinion:

FAAC Recommendation #1			
FAAC recommends that the County Board adopt the County Manager’s proposed CIP for transportation.			
Vote	Yes: 8	No: 0	Abstain: 0
Comments			

Future Considerations

1. Future transport patterns remain uncertain as businesses continue to evaluate long-term hybrid and telework plans, and as the 7000-Series shutdown has dissuaded passengers from relying on Metrorail. Arlington County should set its transit service planning with maximum flexibility to be able to respond to a wide range of future steady-state outcomes. Moreover, the likely permanent increased prevalence of telework means that Arlington County should set its transit plans with greater consideration of off-peak and weekend travel needs as these services will comprise a greater share of total trips than before the pandemic. Additionally, Arlington should consider how to encourage trips around Arlington to be made by transit and other sustainable transportation modes, taking into account that as part-time teleworkers are in Arlington for more time in the work week, they are likely to obtain more services (recurring medical and self-care appointments, child-care, etc.) in the County.

2. Housing and transport are inexorably linked as cost of commuting and proximity to goods and services impacts housing affordability. Currently, 58% of Arlington’s housing units are along the County’s three “planning corridors,” but potential zoning reforms envisioned by the Missing Middle study could lead to a greater share of housing units being located outside these historic corridors. Arlington County should consider the potential increase in housing units outside these corridors as it evaluates future transport investments and plans transit services.

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3. All vehicle transportation to APS schools impacts the County budget: school bus service is funded directly by the APS budget (and indirectly by County taxes), while the space and services needed to enable family vehicles to access schools are also paid for out of the APS or County budget. APS and Arlington County should continue their coordination on transportation, including adjust ART and other public transit to allow more students to rely on public transportation and by improving infrastructure so that more students can walk and bike to school safely and, when appropriate, independently.