

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, Langston Boulevard, 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 NVTA 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.
- NVTA 30% Local Funds is comprised of a 0.7 percent increase in the local sales tax approved in 2013 by the General Assembly as part of HB 2313. The Northern Virginia Transportation Authority (NVTA) receives the proceeds of this tax and retains 70% for funding of projects that are regional in nature. The remaining 30% 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 In 2018, The General Assembly repealed two additional taxes and fees that were part of the original 2013 legislation and diverted those funds to the Washington Metropolitan Area Transit Authority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. In 2021, the General Assembly reinstated the Grantor's tax which added a small amount to the NVTA 30% Local Fund.

SIGNIFICANT BUDGET CHANGES

The FY 2023 proposed budget for the Transportation Capital Fund (TCF) is \$34,235,867, based on projected current year revenues. 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 2023 implementation plan compared to the revised FY 2022 plan is shown in the fund statement. The FY 2023 budget reflects:

- ↓ Commercial real estate tax revenue decreased based on commercial real estate assessment projections (\$225,118).
- ↑ Northern Virginia Transportation Authority (NVTA) revenues increased based on FY 2023 projections (\$497,148).

PROGRAM FINANCIAL SUMMARY

	FY 2021 Actual	FY 2022 Adopted	FY 2022 Revised	FY 2023 Proposed	% Change '22 to '23
Capital Projects	\$38,756,217	\$33,963,837	\$33,963,838	\$34,235,867	1%
Total Expenditures	\$38,756,217	33,963,837	33,963,838	34,235,867	1%
Total Revenues	42,632,939	\$33,963,837	\$33,963,837	\$34,235,867	1%
Change in Fund Balance	\$3,933,421	-	-	-	-
Total Authorized FTEs	29.0	34.0	*41.0	41.0	

*As part of the Adopted CIP FY 2022 - FY 2024, 7.0 additional FTEs were approved to be funded by the transportation Capital Fund.

- 1) A total of 47.5 FTEs support the transportation capital program. 41 FTEs are funded by the Transportation Capital Fund and 6.5 FTEs are funded by the Crystal City Tax Increment Fund (TIF).
- 2) This table reflects the FY 2023 spending plan of current year revenues and does not show the use of fund balance for the total projected FY 2023 expenditures. See the Fund Statement for the execution plan.

FY 2023 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 complete on the west end segment between Four Mile Run and the County line. 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:**
 - **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 Lynn Street (new NVTA Local):** Improve safety for all modes at the intersection of S. Arlington Ridge Road and S. Lynn Street and at the intersection of S. Arlington Ridge Road and I395 on/off ramp. The project area has missing sidewalks and crosswalks that make it difficult for pedestrians to cross the various streets. The implementation of this project will shorten crossing distances for pedestrians at

intersections, provide additional crossing locations and make existing bus stops compliant with ADA regulations.

- South and West Glebe: Reconfigure the intersection of West Glebe Road and South Glebe Road at the I-395 / I-95 interchange to reduce congestion, improve traffic operations, and increase pedestrian access. This thoroughfare is anticipated to become even more congested with the arrival of the Amazon HQ2 campus and related businesses. Design will begin on this effort in FY 2023.
- Rosslyn-Ballston Corridor Improvements: 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:
 - Washington Boulevard Improvements (Wilson to Kirkwood): 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. Update sidewalks and other streetscape elements to match improvements made at Clarendon Circle. Construction is currently underway and is expected to be completed in FY 2023.
 - Wilson Blvd – 10th St to N. Kenmore: Street improvements on Wilson Blvd. from N. Kenmore Street to 10th Street North, and on 10th Street N. from Fairfax/N. Jackson Street to N. Ivy Street. Includes utility undergrounding, new curb gutter and wider sidewalks, stormwater upgrades, new crosswalks, signal upgrades, streetlights, signage, street trees and paving. Currently in design with construction anticipated to start in FY 2023 with completion in FY 2026.
 - Fairfax Drive and Kirkwood Road Intersection: Improve intersection geometry with new and extended median and curb extensions at the intersection. Work will also include regrading and restriping Kirkwood from Washington Blvd. to Fairfax Dr. to remove the median and provide bike lanes and redoing drainage. Design is anticipated to start in FY 2022 with completion in FY 2024.
 - Courthouse Street Improvements: Reconstruction of sections of Wilson Boulevard, Clarendon Boulevard, and N. Courthouse Road to provide wider sidewalks, enhance the streetscape, enhance facilities for bicycling and better align the existing travel lanes in the center of the Courthouse commercial district. Some of the work would be done with adjacent Landmark Block development and paid for by the County.
- Crystal City, Pentagon City, Potomac Yard Street Improvements: 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 and continue through FY 2023.
 - Eads Street (12th St to 15th St) will construct bike lanes with vertical separations and concrete islands to protect cyclists at intersections.
 - 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.
- Transportation Systems and Traffic Signals: This program includes the upgrade and reconstruction of existing aged traffic signals and allows for the implementation of transportation operations and management systems components such as school zone beacons and pedestrian-

activated beacons. Typically, the County rebuilds around 8 signals per year with varying degrees of intersection-related improvements such as ADA-accessible curb ramps.

- Intelligent Transportation System (ITS): This program enables the County to expand ITS system capabilities and conduct critical system upgrades. 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). In FY 2023, 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 program supports the Vision Zero Plan the County Board adopted in May 2021 to achieve the goal of 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 rates 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 collects 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 the Vision Zero action plan will be part of the scope as well.

Transit

- Arlington 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. ART's fleet currently totals 78. The site on Shirlington Rd. will serve as the home base of the ART fleet, with construction of an operations, administration, and 8-bay transit bus maintenance facility, and

employee parking. Construction is expected to start in FY 2023 and scheduled for completion in Spring 2025.

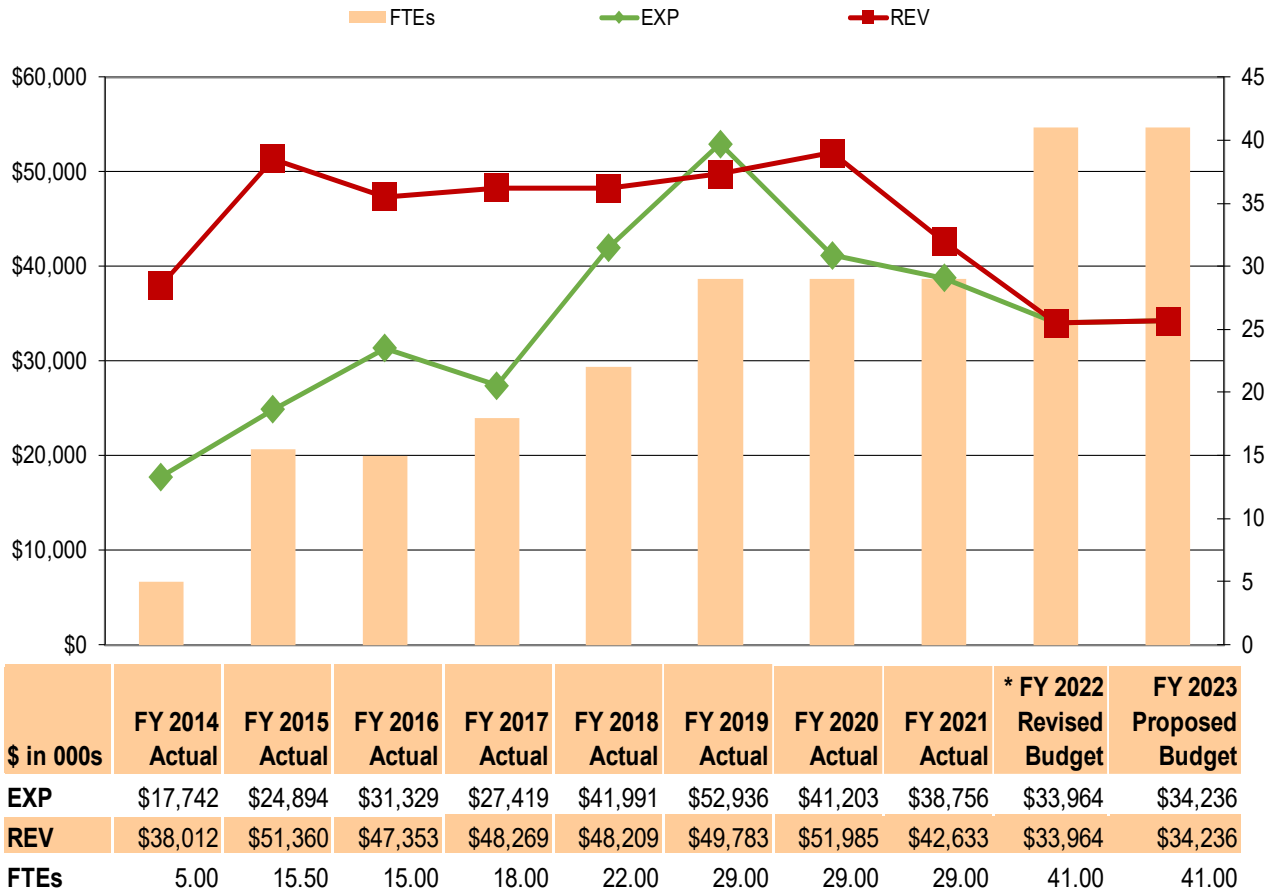
- Columbia Pike Transit Stations: The project involves the design and construction of 22 high-quality Transit Stations along Columbia Pike. Transit Stations include transit shelters and platforms with the following passenger amenities: 9.5-inch curb for near-level boarding, detectable warning strips, enhanced lighting, ample seating, real-time bus information, and improved sidewalks. This project is expected to be constructed in phases. Phase I involves installation of 8 stations by Summer of 2022. This is later than originally anticipated as a decision was made to switch to prefabricated shelters in lieu of custom design shelters to overcome structural stability issues that had been identified. The remaining phases of the project will follow completion of the Columbia Pike Multimodal project with final stations expected to be installed in FY 2025.
- 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 create redundancy if one elevator is out of service. The project has commenced construction and is expected to achieve completion in FY 2023.

**TRANSPORTATION CAPITAL FUND
FUND STATEMENT**

	FY 2021 ACTUAL	FY 2022 ADOPTED	FY 2022 RE-ESTIMATE	FY 2023 PROPOSED
ADJUSTED BALANCE, JULY 1				
Construction Reserve	\$179,012,270	\$173,071,997	\$182,988,992	\$194,886,683
Reserve	3,400,000	4,400,000	3,300,000	3,400,000
TOTAL BALANCE	182,412,270	177,471,997	186,288,992	198,286,683
REVENUES				
Commercial Real Estate Revenues	25,173,490	24,882,492	24,965,346	24,657,374
NVTA Revenues - Local	8,193,088	9,081,345	9,081,345	9,578,493
sub-total - Current Year Revenue	33,366,578	33,963,837	34,046,691	34,235,867
Capital Bikeshare - User Revenue	608,957	832,000	637,000	656,000
Misc. Revenues	-	-	-	-
Grant Revenues	8,657,404	34,712,600	19,029,800	50,324,400
TOTAL REVENUES	42,632,939	69,508,437	53,713,491	85,216,267
TOTAL REVENUE & BALANCE	225,045,209	246,980,434	240,002,483	283,502,950
EXPENSES				
Capital Projects - Current Year	38,756,217	69,508,437	41,715,800	85,216,267
Capital Projects - Carry-Over	-	4,925,470	-	3,360,000
TOTAL EXPENSE	38,756,217	74,433,907	41,715,800	88,576,267
BALANCE, JUNE 30				
Construction Reserve	182,988,992	169,073,875	194,886,683	192,526,683
Reserve	3,300,000	3,400,000	3,400,000	3,400,000
TOTAL BALANCE	\$186,288,992	\$172,473,875	\$198,286,683	\$195,926,683

- 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. In addition, the FY 2022 Re-Estimate column and the FY 2023 Proposed column forecast grant revenues, which increases fund balance.
- These are estimates based on preliminary plans and design and construction schedules.
- 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



*The FY 2022 Adopted Budget was revised during the Adopted CIP FY 2022 – FY 2024 to include the authorization of an additional 7.0 FTEs to be funded from the Transportation Capital Fund. The FY 2023 Proposed Budget includes a total of 47.5 FTEs to support the transportation capital program. 41.0 FTEs are funded by Transportation Capital Fund and 6.5 FTEs are funded by the Crystal City Tax Increment Fund.

Fiscal Year	Description	FTEs
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. 	
	<ul style="list-style-type: none"> ▪ 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). 	5.00
	<ul style="list-style-type: none"> ▪ <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> 	10.00
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). 	
	<ul style="list-style-type: none"> ▪ 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. 	(0.50)
	<ul style="list-style-type: none"> ▪ As part of budget adoption, \$412,000 of funding for bike-pedestrian projects were shifted from decal fees (PAYG) to HB2313 local. 	
	<ul style="list-style-type: none"> ▪ ART Service Enhancements (\$155,638) and Supplemental ART service (\$425,000) were funded by HB 2313 local funds. 	
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. 	
	<ul style="list-style-type: none"> ▪ 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 Coordinator and reallocation of a previously approved 1.0 position in DES Real Estate to a 1.0 Engineering Design Section Manager. 	3.00
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). 	

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ 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. 	4.00
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> 	2.00 1.00 3.00 1.00
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). ▪ Revenues decreased based on Northern Virginia Transportation Authority (NVTA) revenue projections (\$68,362). 	
FY 2022	<ul style="list-style-type: none"> ▪ Five capital project coordinators (5.0 FTEs) were transferred in from the General Fund to Transportation Capital Fund (\$295,015). 	5.00

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none">Revenues decreased based on commercial real estate assessment projections (\$1,611,257), offset by increased revenue projections for the Northern Virginia Transportation Authority (NVTA) (\$1,210,946).<i>As part of the Adopted CIP FY 2022 – 2024, an additional 7.0 FTEs were authorized to be funded from Transportation Capital Funds.</i>	7.0