

*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 over 45 percent 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 proposed 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 and the Grantor's Tax (regional congestion relief fee), which was reinstated by the General Assembly in 2020 as part of HB 1414/SB 890. 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.

### **SIGNIFICANT BUDGET CHANGES**

The FY 2024 adopted budget for the Transportation Capital Fund (TCF) is \$37,374,864, 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 2024 implementation plan compared to the revised FY 2023 plan is shown in the fund statement. The FY 2024 budget reflects:

- Transfer in of a Project Management Coordinator (1.0 FTE) from DES General Fund to TCF and the elimination of a Senior Procurement Officer position (1.0 FTE). This results in no change to the TCF FTE count.
- ↑ Commercial real estate tax revenue increased based on commercial real estate assessment projections (\$1,070,739).
- ↑ Northern Virginia Transportation Authority (NVTA) revenues increased based on FY 2024 projections (\$1,852,858).

**PROGRAM FINANCIAL SUMMARY**

	FY 2022 Actual	FY 2023 Adopted	FY 2024 Adopted	% Change '23 to '24
Capital Projects	\$43,218,219	\$34,451,267	\$37,374,864	8%
Total Expenditures	\$43,218,219	34,451,267	37,374,864	8%
Total Revenues	\$49,647,167	\$34,451,267	\$37,374,864	8%
Change in Fund Balance	\$6,428,948	-	-	-
Total Authorized FTEs	41.0	41.0	41.0	-

1) A total of 47.5 FTEs support the transportation capital program. 41.0 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 2024 spending plan of current year revenues and does not show the use of fund balance for the total projected FY 2024 expenditures. See the Fund Statement for the execution plan.

**FY 2024 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. Construction has commenced on the segment from S. Oakland Street to S. Wakefield Street and is expected to commence on the segment from S. Orme Street to S. Oak Street in 2023. Engineering drawings are nearing completion for the last two segments and construction is anticipated to commence on them in FY 2024, contingent on successful negotiation of right-of-way and easement acquisitions.
  
- Improvements Outside Major Corridors:
  - Walter Reed Drive – 6<sup>th</sup> Street to Columbia Pike: Project will improve safety and accessibility for all modes on a corridor included in Arlington’s Vision Zero High Injury Network (HIN). The work will provide enhanced bike facilities, sidewalks, curb extensions, crosswalks, and bus stop improvements. The project will create a safer, more accessible corridor and a new signalized intersection at 9th Street. This effort is being coordinated with adjacent Arlington Public School and commercial redevelopments. Design development is underway and construction is expected to start in FY 2024.
  - South and West Glebe Road: Project will reconfigure the intersection of West Glebe Road and South Glebe Road near the I-395 / South Glebe interchange to improve safety and traffic operations, increase pedestrian access, and reduce congestion at an intersection that is included in Arlington’s HIN. The corridor is anticipated to become even more congested with the arrival of the Amazon HQ2 campus and related businesses. Design began on this effort in FY 2023; construction is expected to begin in FY 2025.

- North Sycamore Street – Langston Boulevard to 19<sup>th</sup> Street: Project will enhance pedestrian and bike facilities, crossings, and streetscape to improve safety and accessibility for all modes and to implement improvements identified in the East Falls Church Area Plan. Design will be coordinated with the adjacent bus bay expansion project at the East Falls Church Metro. Design began in FY 2023 and will continue through FY 2024.
- 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:
  - Wilson Boulevard – 10th Street to N. Kenmore, and 10th Street North and N. Fairfax to N. Ivy Street: Project will provide multimodal improvements to enhance safety and accessibility in segments of Wilson Boulevard and 10th Street North that are included in Arlington’s HIN. Planned improvements include utility undergrounding, travel lane adjustments, new curb and sidewalks, stormwater upgrades, new crosswalks, signal upgrades, streetlights, signage, street trees and paving. Currently in design with construction anticipated to start in FY 2024.
  - Fairfax Drive and Kirkwood Road Intersection: Work includes geometry improvements and new median and curb extensions to provide safety and accessibility improvements at an intersection located on Arlington’s HIN. Kirkwood from Washington Boulevard to Fairfax Drive will also be regraded and restriped to remove the median, provide bike lanes, and improve the drainage. Design is underway, and construction is expected to begin in FY 2025.
  - Courthouse Street Improvements: Work includes reconstruction of sections of Wilson Boulevard, Clarendon Boulevard, and N. Courthouse Road to improve pedestrian, bicycle, and transit facilities and enhance the streetscape in the center of the Courthouse commercial district. Some improvements will be done with adjacent Landmark Block development and paid for by the County. Scoping for the project is underway and is being coordinated with adjacent redevelopments.
  - N. Meade Street Multimodal Improvements: Adopted scope for this project incorporates multimodal improvements along Meade Street from Dark Star Park to 14th Street North including the reconstruction and realignment of the intersection of N. Meade Street at the US-50 (Arlington Boulevard) ramps, as described in the Core of Rosslyn Plan. The timing of this project is important to coincide with other planned Core of Rosslyn improvements, including the Fort Myer Drive two-way conversion and cycle track extension. Design work and coordination with VDOT began in FY 2023; construction anticipated to begin in FY 2025.
- Crystal City, Pentagon City, Potomac Yard Street Improvements: Multimodal Street improvements throughout the area that will improve connectivity, access, and enhance private redevelopment opportunities.
  - Eads Street (12<sup>th</sup> Street to 15<sup>th</sup> Street) will construct protected bike lanes and intersections along street frontage that will not be addressed with adjacent development projects. Design is underway, and construction is expected to begin in FY 2024.
  - 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. The project is currently in design with construction expected to begin in FY 2025.
- 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 eight 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 2024, 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. Since the Vision Zero Plan was adopted in May 2021, the county has implemented over 60 spot improvements, added 13 slow school zones, completed five major roadway reconfigurations, and implemented leading pedestrian intervals (LPIs) at over 40 intersections. The program also 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. The program is funded with a combination of PAYG, TCF, and general obligation bonds, depending on the nature of the work undertaken and location. For example, TCF was the primary source of funding for the spot improvements and roadway reconfigurations completed to date.

## 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 Road 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 started in FY 2023 and is scheduled for completion in FY 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 spring/summer of 2023. 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.
- East Falls Church Metro Bus Bay Expansion: The East Falls Church Metrorail station currently has four bus bays that are at maximum capacity. The project will increase bus bay capacity by adding three new bus bays and replacing the existing shelters in the off-street bus loop. The project also includes pedestrian access improvements from the Metro park-and-ride lot, improvements to the accessible parking, and improvements to the crosswalks at the entrance to the existing bus loop on N. Sycamore Street.
- ART Fleet Equipment Replacement: This project replaces aging buses that have reached the end of their useful life based on public transit standards. ART has a fleet of 78 buses. All existing buses are heavy-duty low-floor vehicles powered by compressed natural gas (CNG) with a life of 12 years. Fifteen of these buses will need to be replaced in FY 2024. As part of ART’s ongoing work for a Zero Emission Bus transition, ART is seeking to order 4 Battery-Electric-Buses (BEBs) in FY 2024 as part of a pilot program. Such buses are expected to be delivered in FY 2025/ FY 2026. ART will also seek to purchase two to four Hydrogen Fuel Cell Buses in FY 2025 as part of its pilot of Zero Emission Buses.
- Transitway Extension to Pentagon City: This project is for the design and construction of an extension of the Crystal City Potomac Yard Transitway from Crystal City to Pentagon City. The project termini will be Crystal Drive and 15th Street in the east/south and Joyce Street & Army-Navy Drive in the west/north. The Transitway extension will run along Crystal Drive, Clark Street, 12th Street, Hayes Street, and Army-Navy Drive. The project will provide exclusive dedicated transit lanes, passenger stations, utility relocations, signing and pavement marking, and traffic signal upgrades. Stations will be located at Crystal Drive & 15th Street South, westbound 12th and Long Bridge Drive, southbound Clark Street and 12th Street South, 12th Street South and Elm Street, eastbound 12th Street S. & Hayes Street, and northbound S. Hayes and 12th Street South. Segment 1 of the project is currently in construction and should be completed in FY 2023 while Segment 2 (the larger of the two Segments) is in design.

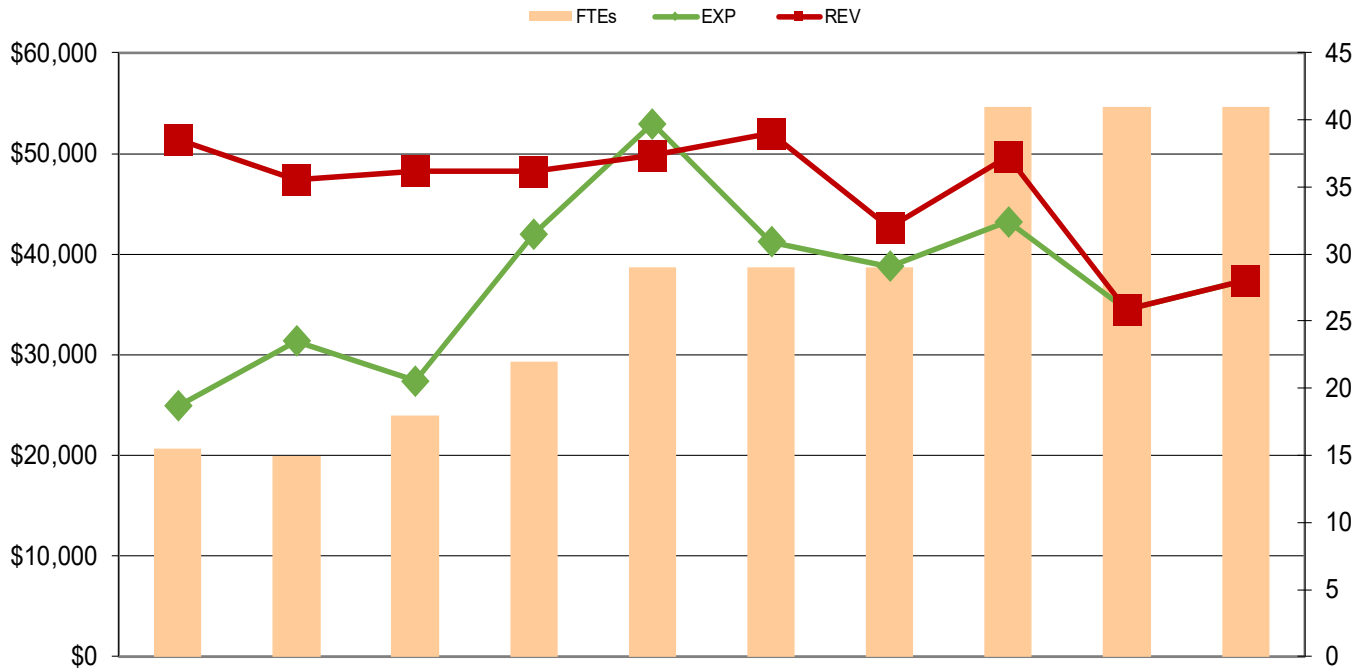
**TRANSPORTATION CAPITAL FUND  
FUND STATEMENT**

	<b>FY 2022 ACTUAL</b>	<b>FY 2023 ADOPTED</b>	<b>FY 2023 RE-ESTIMATE</b>	<b>FY 2024 ADOPTED</b>
<b>ADJUSTED BALANCE, JULY 1</b>				
Construction Reserve	\$182,888,992	\$196,407,470	\$189,217,940	\$185,642,719
Reserve	3,400,000	3,600,000	3,500,000	3,800,000
<b>TOTAL BALANCE</b>	<b>186,288,992</b>	<b>200,007,470</b>	<b>192,717,940</b>	<b>189,442,719</b>
<b>REVENUES</b>				
Commercial Real Estate Revenues	23,682,129	24,657,374	23,373,515	25,728,113
Capital Bikeshare - User Revenue	559,956	656,000	634,000	653,000
Misc. Revenues	90,678	-	-	-
Grant Revenues	13,878,621	50,324,400	37,781,600	75,594,400
NVTA Revenues - Local	11,435,783	9,793,893	11,923,343	11,646,751
<b>TOTAL REVENUES</b>	<b>49,647,167</b>	<b>85,431,667</b>	<b>75,714,458</b>	<b>113,622,264</b>
<b>TOTAL REVENUE &amp; BALANCE</b>	<b>235,936,159</b>	<b>285,439,137</b>	<b>268,432,398</b>	<b>303,064,983</b>
<b>EXPENSES</b>				
Capital Projects - Current Year	40,060,089	85,216,267	69,774,996	122,631,231
Capital Projects - Carry-Over	-	3,360,000	4,671,942	-
Transfers to the General Fund	30,158,130	-	4,542,741	4,654,553
<b>TOTAL EXPENSE</b>	<b>43,218,218</b>	<b>88,576,267</b>	<b>78,989,679</b>	<b>127,285,784</b>
<b>BALANCE, JUNE 30</b>				
Construction Reserve	189,217,940	193,463,137	185,642,719	172,279,199
Reserve	3,500,000	3,400,000	3,800,000	3,500,000
<b>TOTAL BALANCE</b>	<b>\$192,717,940</b>	<b>\$196,863,137</b>	<b>\$189,442,719</b>	<b>\$175,779,199</b>

- Beginning in FY 2022, 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 capital project funding is carried forward each fiscal year. Balances fluctuate, reflecting forecasted vs. actual project execution.
- These are estimates based on preliminary plans and design and construction schedules.
- Transfers to the General Fund cover the operating costs of specific ART routes. They are projected to increase in FY 2024 primarily owing to ART 41 and 45 route expansion.
- 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.

**TRANSPORTATION CAPITAL FUND**  
TEN-YEAR HISTORY

**EXPENDITURE, REVENUE AND FULL-TIME EQUIVALENT TRENDS**



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
\$ in 000s	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual*	Adopted Budget	Adopted Budget
<b>EXP</b>	\$24,894	\$31,329	\$27,419	\$41,991	\$52,936	\$41,203	\$38,756	\$43,218	\$34,451	\$37,375
<b>REV</b>	\$51,360	\$47,353	\$48,269	\$48,209	\$49,783	\$51,985	\$42,633	\$49,647	\$34,451	\$37,375
<b>FTEs</b>	15.50	15.00	18.00	22.00	29.00	29.00	29.00	41.00	41.00	41.00

\*The FY 2022 Adopted Budget was revised during the Adopted CIP FY 2022 – FY 2024 to include 7.0 additional FTEs to be funded by the transportation Capital Fund.



**TRANSPORTATION CAPITAL FUND**  
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
FY 2015	<ul style="list-style-type: none"> <li>▪ 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).</li> </ul>	
FY 2016	<ul style="list-style-type: none"> <li>▪ Revenues and expenditures decreased based on commercial real estate projections (\$558,195), and Northern Virginia Transportation Authority (NVTA) revenue projections (\$57,218).</li> <li>▪ 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.</li> <li>▪ As part of budget adoption, \$412,000 of funding for bike-pedestrian projects were shifted from decal fees (PAYG) to HB2313 local.</li> <li>▪ ART Service Enhancements (\$155,638) and Supplemental ART service (\$425,000) were funded by HB 2313 local funds.</li> </ul>	(0.50)
FY 2017	<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> </ul>	3.00
FY 2018	<ul style="list-style-type: none"> <li>▪ Revenues increased based on commercial real estate projections (\$1,640,387), and Northern Virginia Transportation Authority (NVTA) revenue projections (\$85,559).</li> <li>▪ Added 4.0 FTEs including a Neighborhood Complete Streets Traffic Engineer position (\$133,000) in the Traffic Engineering &amp; Operations Bureau, a Design Engineer position (\$133,000) in the Engineering Bureau to support the Neighborhood Complete Streets program, a Management &amp; 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.</li> </ul>	4.00
FY 2019	<ul style="list-style-type: none"> <li>▪ 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).</li> </ul>	



**TRANSPORTATION CAPITAL FUND**  
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> <li>▪ Added two Engineering positions (\$276,000) in the Traffic Engineering &amp; Operations Bureau; The first FTE will support the Transportation Systems &amp; Traffic Signals and Intelligent Transportation Systems CIP programs. The second FTE will support delivery of the Complete Streets CIP program.</li> <li>▪ Added one Community Relations Specialist position (\$133,000) to support the overall transportation capital program.</li> <li>▪ 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).</li> <li>▪ 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).</li> <li>▪ 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).</li> </ul>	<p>2.00</p> <p>1.00</p> <p>3.00</p> <p>1.00</p>
FY 2020	<ul style="list-style-type: none"> <li>▪ Revenues increased based on commercial real estate assessment projections (\$1,242,804) and Northern Virginia Transportation Authority (NVTA) revenue projections (\$346,152).</li> </ul>	
FY 2021	<ul style="list-style-type: none"> <li>▪ Revenues increased based on commercial real estate assessment projections (\$146,644).</li> <li>▪ Revenues decreased based on Northern Virginia Transportation Authority (NVTA) revenue projections (\$68,362).</li> </ul>	
FY 2022	<ul style="list-style-type: none"> <li>▪ Five capital project coordinators (5.0 FTEs) were transferred in from the General Fund to Transportation Capital Fund (\$295,015).</li> <li>▪ 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).</li> <li>▪ As part of the Adopted CIP FY 2022 – 2024, an additional 7.0 FTEs were authorized to be funded from Transportation Capital Funds.</li> </ul>	<p>5.00</p> <p>7.0</p>
FY 2023	<ul style="list-style-type: none"> <li>▪ The County Board approved an additional one percent merit pay adjustment for a total increase of 5.25 percent, increased the pay-for-performance budget by an additional 0.5 percent, and increased the pay range movement to five percent. Additional compensation changes approved by the County Board include an optional one-time cash-out of 40 hours of compensation time for those with balances of 80 or more, a one-time increase in shift differential pay from \$0.75 to \$1.00 per hour for the B shift and from \$1.00 to \$1.30 per hour for the C shift, and a one-time increase in language premium from \$0.69 to \$0.92 per hour.</li> </ul>	

<b>Fiscal Year</b>	<b>Description</b>	<b>FTEs</b>
	<ul style="list-style-type: none"> <li>▪ Revenues increased based on commercial real estate assessment projections (\$225,118).</li> <li>▪ Revenues increased based on Northern Virginia Transportation Authority (NVTA) revenue projections (\$712,548).</li> <li>▪ The FY 2023 Adopted 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.</li> </ul>	
FY 2024	<ul style="list-style-type: none"> <li>▪ Commercial (C&amp;I) (\$1,070,739) real estate and Northern Virginia Transportation Authority (NVTA) (\$1,852,858) revenues increased based on FY 2024 projections.</li> <li>▪ Transfer in of a Project Management Coordinator (1.0 FTE) from DES General Fund to TCF and the elimination of a Senior Procurement Officer position (1.0 FTE). This results in no change to the TCF FTE count.</li> </ul>	