

Program Summary

The FY 2025 - FY 2034 Transportation Capital Improvement Plan (CIP) continues Arlington County's commitment to developing, maintaining, and managing a multimodal transportation system that expands travel choices, provides equal access for all users, and supports the commitment to sustainability goals. During the next 10 years, Arlington plans to execute \$1.5 billion in a range of capital improvements to enhance the safety, quality of life, and economic well-being of its residents, workers, and visitors. The plan balances maintenance of existing infrastructure with investment in projects that have long-term positive community impact. The program includes a broad range of complete street projects that improve connectivity, safety, and accessibility for all modes; Metrorail station projects that expand access to transit and safety for users; investments in the ART bus fleet and maintenance facilities; expansion of ART operations with higher frequency of service particularly in off-peak hours; continued maintenance and reconstruction of County bridges and roadways; improvements to streetlights and signals; and enhancements to parking technology. The CIP program reflects the goals and objectives set forth in Arlington's Master Transportation Plan and other County planning efforts.

The FY 2025 CIP includes new multi-use trails, sidewalk improvements and new sidewalks, expansion to Capital Bikeshare, transitway extensions, and new entrances to metro stations, amongst other improvements. It continues a tradition of sustainable development which has yielded significant sustainability benefits over the past 20+ years. From 1996 to 2022, daily vehicle traffic declined between 5% to 46% in our major corridors while Arlington's population increased 35%. Annual vehicle miles traveled per Arlington County resident has fallen from about 7,700 in 2010 to about 6,698 in 2022. Arlington residents drive alone less and use non-SOV modes more, making four times as many bike and walk trips than the typical household in the region. Transit has been central to Arlington's success, as evidenced by 40 million bus and rail trips taken annually in Arlington. The CIP also includes funding to update the Master Transportation Plan, a sub-element of the County's Comprehensive Plan. It is envisioned that this update will continue policy guidance towards investment in multimodal travel options.

By expanding access to multimodal forms of transportation through the Complete Streets and Transit programs, the Transportation CIP continues to further the goals of the County's Community Energy Plan. These programs improve access to walking, biking, micro-mobility devices, and transit and, thereby reduce demand for single-occupant vehicles (SOV). Consequently, they collectively represent significant investments in the environment. In addition to investing in multimodal and sustainable forms of transportation, the CIP also includes direct investments in energy efficient technologies. The new ART Operations and Maintenance facility is being designed to adapt for future electrification of the bus fleet and includes solar panels. The ART Fleet Transition to ZEB (Zero Emission Buses) program reflects the objective to transition the ART Fleet to Battery Electric Buses (BEBs) and captures the incremental cost of BEBs and associated land and infrastructure. The recently completed Zero Emissions Bus (ZEB) study will guide decision making on this front. The Streetlight program continues LED conversion of Dominion Energy streetlights and plans upgrades of county-owned streetlights to next generation LEDs to further increase energy savings.

Funding for the Transportation CIP program comes from a mix of federal, state, regional, and local sources. Two primary sources of local revenues for this program are the Transportation Capital Fund (TCF) and Crystal City, Potomac Yard, and Pentagon City Tax Increment Financing (TIF). The TIF uses a portion of incremental property tax revenue generated by new development and property appreciation in Crystal City, Potomac Yard, and Pentagon City to fund infrastructure improvements in those areas. The TIF was initiated by the County Board in October 2010 at an increment of 33 percent of the increase in assessed values relative to the baseline assessed value as of January 1, 2011; the increment used in the CIP is 25 percent, consistent with the County Board action as part of the FY 2019 Adopted Budget.

The Transportation Capital Fund is comprised of two revenue streams: the Commercial and Industrial (C&I) Tax and NVTA Local funds (below). The C&I tax is funded by an additional real estate tax on commercial and industrial properties for transportation initiatives; the rate is currently set at \$0.125 per \$100 of assessed value. Eligible uses of these dedicated transportation funds are outlined in the state code, enacted through House Bill 3202 by the 2007 Virginia General Assembly (and as amended by the 2018 Virginia General Assembly), and through the adoption of the tax by the County Board in 2008. Arlington's Transportation program also benefits from transportation funding enacted by the 2013 Virginia General Assembly (House Bill 2313). This legislation raises transportation revenues for Northern Virginia localities through a state-imposed regional sales tax. Revenues are collected by the state and distributed to the Northern Virginia Transportation Authority (NVTA). Of these revenues, 70 percent (NVTA Regional) are retained by the NVTA to fund regional transportation projects through a competitive selection process. The remaining 30 percent (NVTA Local) is returned to the member localities, based on the amount of revenue generated by the sales tax within the locality. NVTA Local funds may be used for locally selected transportation projects that comply with eligible uses outlined in the state code.

The availability of local sources of funds, including pay-as-you-go (PAYG) and general obligation (GO) bonds continues to be constrained. As a result, the use of these funds in this CIP is primarily focused on maintaining the County's transportation infrastructure in a State of Good Repair (SGR), which is not an eligible use of the sources listed above. Such SGR efforts include paving roadways, repairing, and replacing bridges, and repairing and replacing traffic signals and streetlights. The County must ensure that existing transportation assets are

maintained in good working condition and continue the ongoing sustainability of transportation programs. Some of these funds are also used to test or pilot operational improvements in the right of way to improve safety and accessibility in pursuit of the County's Vision Zero goal. Once a safety strategy is selected to address a safety deficiency, the permanent improvements can be funded with TCF or TIF and are incorporated throughout the complete streets' programs in the CIP.

This CIP continues investments from the previous CIPs to create a Premium Transit Network (PrTN) that will offer faster, more reliable, and easier-to-use bus service connecting Columbia Pike, Pentagon City, Crystal City and Potomac Yard, which are major areas of growth and economic development in the County. Projects supporting this effort include street improvements such as dedicated bus lanes and transit signal priority, new transit stations, real-time bus arrival information, bus purchases, and development of bus maintenance/parking facilities.

The CIP also anticipates a variety of external funding sources over the 10-year period. These include several state sources - transit capital and maintenance funding from the Virginia Department of Rail and Public Transportation (DRPT); and Smart Scale, state funding that is highly competitive and available for roadway and transit projects. Both of those sources are programmed by the Commonwealth Transportation Board (CTB). Additionally, the CIP anticipates seeking funding from both the I-66 Commuter Choice and I-395 Commuter Choice programs. Both programs allocate revenues resulting from the tolled facilities and are managed by the Northern Virginia Transportation Commission (NVTC) with oversight by the CTB. The CIP also includes federal funding anticipated from various programs in the Infrastructure Investment and Jobs Act (IIJA). These include long-standing programs administered by the Commonwealth - the Highway Safety Improvement Program and Transportation Alternatives Program - to myriad large, nationally competitive programs, including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets and Roads for All (SS4A), Active Transportation Infrastructure Investment Program (ATIIP), and FTA Low or No Emission Vehicle Programs.

Arlington County, Virginia

TRANSPORTATION

CIP
2025 – 2034

10 YEAR CATEGORY SUMMARY (in \$1,000s)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	10 Year Total
Complete Arlington Streets	116,406	75,633	86,884	97,945	67,991	46,771	56,879	55,861	82,669	76,102	763,141
Arlington Transit Program	112,631	93,601	165,133	63,950	100,579	37,549	57,442	5,705	7,621	48,127	692,338
Maintenance Capital	17,062	16,628	17,282	17,618	18,298	18,640	19,364	19,725	20,478	20,848	185,943
Transportation Capital Program Administration	4,873	5,019	5,169	5,324	5,483	5,648	5,817	5,991	6,170	6,356	55,850
Operating Costs	8,670	10,619	11,382	13,712	15,961	17,294	19,073	19,702	20,345	20,978	157,736
Total Recommendation	259,642	201,500	285,850	198,549	208,312	125,902	158,575	106,984	137,283	172,411	1,855,008
Implementation Adjustment	(68,220)	(48,268)	(65,690)	(55,192)	(58,308)	(8,360)	(12,976)	(7,417)	(7,812)	(12,066)	(344,308)
Adjusted CIP	191,422	153,232	220,160	143,357	150,004	117,542	145,599	99,567	129,471	160,345	1,510,700

PROGRAM FUNDING SOURCES (in \$1,000s)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	10 Year Total
New Funding											
Federal Funding	1,090	4,718	33,892	4,546	25,258	16,419	21,366	4,011	4,176	13,996	129,472
State Funding	15,140	11,587	48,107	16,481	17,710	7,364	15,122	3,320	4,560	17,261	156,652
Developer Contributions	885	902	2,315	12,595	4,428	3,880	3,612	35	0	0	28,652
New Bond Issue	13,540	14,540	16,015	16,365	17,070	17,625	18,425	17,030	17,725	18,060	166,395
PAYG	4,781	5,954	7,398	7,654	7,635	8,103	9,259	9,146	8,339	8,575	76,844
Short Term Finance	0	0	0	0	0	0	0	0	0	0	0
Stormwater Utility Fee Revenue	0	0	0	0	0	0	0	0	0	0	0
Other Funding	150	357	357	0	34	35	0	0	0	0	933
TCF - Commercial & Industrial Tax (C&I)	29,747	42,541	35,966	50,021	65,971	25,645	25,561	22,594	26,536	32,200	356,782
TCF - NVTA Local	11,618	17,717	19,270	17,965	18,425	15,203	22,175	14,781	15,873	24,913	177,940
Regional Funding	4,100	2,873	9,082	27,459	41,346	26,686	36,591	30,803	46,693	43,320	268,953
TCF Bonds	0	0	0	0	0	0	0	0	0	0	0
Tax Increment Financing (TIF)	20,131	16,702	6,139	8,950	8,576	2,526	4,834	5,265	13,349	14,067	100,539
TIF Bonds	0	0	0	0	0	0	0	0	0	0	0
TCF for Operating Costs	0	0	0	0	0	0	0	0	0	0	0
Subtotal New Funding	101,182	117,891	178,541	162,036	206,453	123,486	156,945	106,985	137,251	172,392	1,463,162
Previously Approved Funding											
Authorized but Unissued Bonds	2,478	268	0	0	0	0	0	0	0	0	2,746
Issued but Unspent Bonds	1,945	617	713	0	0	0	0	0	0	0	3,275
TCF - Commercial & Industrial Tax (C&I)	58,095	13,494	6,750	4,287	0	29	89	0	31	19	82,794
TCF - NVTA Local	16,200	7,536	2,436	147	327	0	0	0	0	0	26,646
Regional Funding	22,972	24,738	75,227	23,388	0	0	0	0	0	0	146,325
Tax Increment Financing (TIF)	4,207	3,331	5,143	862	23	2,387	1,541	0	0	0	17,494
Other Previously Approved Funds	52,563	33,624	17,041	7,829	1,509	0	0	0	0	0	112,566
Subtotal Previously Approved Funding	158,460	83,608	107,310	36,513	1,859	2,416	1,630	0	31	19	391,846
Total Funding Sources	259,642	201,499	285,851	198,549	208,312	125,902	158,575	106,985	137,282	172,411	1,855,008
Implementation Adjustment	(68,220)	(48,268)	(65,690)	(55,192)	(58,308)	(8,360)	(12,976)	(7,417)	(7,812)	(12,066)	(344,308)
Adjusted CIP	191,422	153,232	220,160	143,357	150,004	117,542	145,599	99,567	129,471	160,345	1,510,700