

TRANSPORTATION: ARLINGTON TRANSIT PROGRAM

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
1. Army Navy Drive Transit Center	150	0	0	0	34	35	0	0	0	0	219
2. ART Fare Collection System	244	802	0	0	0	0	0	0	0	0	1,046
3. ART Fleet & Equipment Replacement	10,637	10,051	6,050	0	10,429	0	11,916	0	0	18,601	67,684
4. ART Fleet Transition to ZEB	900	930	37,920	1,103	30,542	5,474	21,274	3,764	5,221	27,048	134,176
5. ART Operations and Maintenance Facility	27,404	0	0	0	0	0	0	0	0	0	27,404
6. Ballston-MU Metrorail Station West Entrance	950	14,282	69,667	54,913	37,201	0	0	0	0	0	177,013
7. Bus Bay Expansion-East Falls Church Metro Station	8,190	394	0	0	0	0	0	0	0	0	8,584
8. Bus Stop Accessibility Improvements	926	883	921	954	985	1,020	1,056	1,099	1,133	1,182	10,159
9. Bus Stop and Shelter Program	627	645	556	522	538	560	603	645	664	687	6,047
10. Court House Metrorail Station New Elevators	206	64	3,730	2,933	12,265	24,425	13,848	0	0	0	57,471
11. Crystal City - Potomac Yard Transitway Upkeep	489	0	0	0	0	0	0	0	0	0	489
12. Crystal City Metro Station East Entrance	39,852	48,891	38,321	0	0	0	0	0	0	0	127,064
13. East Falls Church Metro Station Second Entrance	0	0	0	0	0	0	0	0	400	400	800
14. Microtransit Implementation Plan	70	500	0	0	0	0	0	0	0	0	570
15. Mobility Hub Pilot	565	0	0	0	0	0	0	0	0	0	565
16. Pentagon City Metro Station Second Elevator	3,893	0	0	0	0	0	0	0	0	0	3,893
17. Premium Transit Network (PrTN): ART Fleet Expansion	4,463	0	0	0	5,616	0	3,404	0	0	0	13,483
18. Premium Transit Network (PrTN): Columbia Pike Transit Stations	4,258	3,558	109	0	0	0	0	0	0	0	7,925
19. Premium Transit Network (PrTN): Transit ITS and Security Program	1,046	458	446	459	293	185	191	197	203	209	3,687

20. Premium Network Transit (PrTN): Transitway Extension Potomac Ave - Alexandria	20	37	3,142	3,066	1,491	0	0	0	0	0	7,756
21. Premium Network Transit (PrTN): Transitway Extension to Pentagon City	7,431	12,106	4,271	0	0	0	0	0	0	0	23,808
22. Shirlington Bus Station Expansion	310	0	0	0	600	5,850	5,150	0	0	0	11,910
23. Transit Strategic Plan Updates	0	0	0	0	585	0	0	0	0	0	585
Total Recommendation	112,631	93,601	165,133	63,950	100,579	37,549	57,442	5,705	7,621	48,127	692,338

CATEGORY 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	0	2,328	30,308	2,346	24,458	15,919	19,866	3,011	4,176	13,996	116,408
State Funding	13,912	9,871	39,474	2,504	11,074	4,087	12,129	1,320	1,560	14,261	110,192
Developer Contributions	0	0	0	6,865	0	0	0	0	0	0	6,865
New Bond Issue	0	0	0	0	0	0	0	0	0	0	0
PAYG	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	34	35	0	0	0	0	219
TCF - Commercial & Industrial Tax (C&I)	19,567	25,596	10,986	14,359	39,650	639	297	310	320	1,185	112,909
TCF - NVTA Local	580	1,088	3,993	324	5,094	281	5,804	573	1,058	9,132	27,927
Regional Funding	2,200	0	0	12,000	18,451	15,850	18,844	0	0	9,553	76,898
TCF Bonds	0	0	0	0	0	0	0	0	0	0	0
Tax Increment Financing (TIF)	19,362	13,598	145	0	0	738	502	492	506	0	35,343
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	55,771	52,481	84,906	38,398	98,761	37,549	57,442	5,706	7,620	48,127	486,761
Previously Approved Funding											
Authorized but Unissued Bonds	0	0	0	0	0	0	0	0	0	0	0
Issued but Unspent Bonds	407	0	0	0	0	0	0	0	0	0	407
TCF - Commercial & Industrial Tax (C&I)	4,789	3,236	0	0	0	0	0	0	0	0	8,025
TCF - NVTA Local	5,081	3,543	778	147	327	0	0	0	0	0	9,876
Regional Funding	6,500	18,169	70,099	17,828	0	0	0	0	0	0	112,596
Tax Increment Financing (TIF)	421	91	0	0	0	0	0	0	0	0	512
Other Previously Approved Funds	39,662	16,081	9,350	7,577	1,491	0	0	0	0	0	74,161
Subtotal Previously Approved Funding	56,860	41,120	80,227	25,552	1,818	0	0	0	0	0	205,577
Total Funding Sources	112,631	93,601	165,133	63,950	100,579	37,549	57,442	5,706	7,620	48,127	692,338



1. ARMY NAVY DRIVE TRANSIT CENTER

Project Highlights:

- Construction of a new multi-modal, multi-jurisdictional facility near the Pentagon by WMATA; County's role is limited to staff support during design and construction.
- Establishes a central bus route connection and transfer hub in the busy Pentagon and Pentagon City travel markets.
- Facilitates safe movement of people transferring between different services.
- Expected to be fully funded and constructed by WMATA.

Associated Plan(s):

Master Transportation Plan
 Transit Strategic Plan

Neighborhood(s):

Pentagon City

Funding Notes: WMATA will provide funding for this project.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Other Funding	150				34	35					219
Previous Funding											
Total Funding	150	0	0	0	34	35	0	0	0	0	219
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Construction begins Fall 2028
- Construction ends Spring 2030

Changes from Prior CIP:

Construction start date moved from FY 2027 to FY 2029.



2. ART FARE COLLECTION SYSTEM

Project Highlights:

- ART buses are equipped with electronic fareboxes that connect to the regional SmarTrip fare collection system, making transfers more seamless.
- Current fareboxes are nearing the end of their useful lives and need to be replaced with the next generation farebox being implemented by WMATA.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

VARIOUS

Funding Notes: New funding is anticipated to include a combination of state and local funds.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding		545									545
TCF - NVTA Local		95									95
Previous Funding											
TCF - NVTA Local	244	162									406
Total Funding	244	802	0	0	0	0	0	0	0	0	1,046
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Upgrade light maintenance facility to be compatible with existing and new generation fareboxes. Spring 2026

Changes from Prior CIP:

The project's name was changed from ART Bus Farebox Upgrade to ART Fare Collection System to align with the scope of the project.



3. ART FLEET & EQUIPMENT REPLACEMENT

Project Highlights:

- This program funds the replacement of buses that have reached the end of their useful life based on public transit standards, which is 12 years.
- The program helps to maintain and improve the reliability, accessibility, and sustainability of ART service.
- ART currently has a fleet of 78 Compressed Natural Gas (CNG) buses, and many will need to be replaced over the ten-year CIP period as they reach the end of their useful life.
- Discussions with DRPT and other funding partners on zero-emission buses and related technology are ongoing.
- The costs in FY 2026 reflect the purchase of eight Zero Emission Buses (ZEBs), specifically Battery Electric Buses (BEBs).
- Future bus purchases are also expected to be BEBs; however, this CIP program reflects the replacement cost of buses at the CNG cost beyond FY 2026. The incremental costs associated with BEB technology are captured in the ART Fleet Transition to ZEB CIP program.

Associated Plan(s):

- Community Energy Plan
- Master Transportation Plan
- Transit Strategic Plan
- ART Zero-Emissions Bus Study

Neighborhood(s):

VARIOUS

Funding Notes: Other Previously Approved Funds consist of state grants.											
New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding		6,835	4,114		7,092		8,103			12,648	38,792
TCF - NVTA Local			1,301		3,337		3,813			5,953	14,404
Previous Funding											
TCF - NVTA Local	3,404	3,216	635								7,255
Other Previously Approved Funds	7,233										7,233
Total Funding	10,637	10,051	6,050	0	10,429	0	11,916	0	0	18,601	67,684
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Fifteen 35-foot replacement buses Summer 2024
- Eight 40-foot replacement buses Spring 2026
- Eight 40-foot replacement buses Spring 2027
- Thirteen 40-foot replacement buses Spring 2029
- Fourteen 40-foot replacement buses Spring 2031
- Twenty 40-foot replacement buses Spring 2034

Changes from Prior CIP:

Vehicle cost in the previous CIP reflected Battery Electric Buses (BEBs) in all fiscal years.



4. ART FLEET TRANSITION TO ZEB

Project Highlights:

- This program contains funding to transition the ART fleet to 100 percent Zero Emission Buses (ZEBs).
- Program captures the incremental cost of purchasing Battery Electric Buses (BEBs) for planned vehicle purchases reflected in the ART Fleet Replacement and ART Fleet Expansion CIP programs – this includes the estimated cost differential as well as the need to purchase additional buses owing to range limitations of BEBs (1.3 BEBs are assumed for every 1.0 CNG bus).
- Program provides infrastructure on-route, at ART’s Operations and Maintenance Facility (AOMF), and at ART’s Light Maintenance Facility (LMF). Infrastructure will include fast chargers, overhead pantograph chargers, charging cabinets, generators, switchgear, power blocks, utility upgrades, and other necessary items needed for charging.
- This program will also provide for additional land and BEB infrastructure to meet ART’s future bus parking needs as identified in the Transit Strategic Plan.
- Cost estimates provided are placeholder numbers as the market for BEB infrastructure is rapidly changing.

Associated Plan(s):

- ART Zero-Emissions Bus Study
- Community Energy Plan
- Master Transportation Plan
- Transit Strategic Plan

Neighborhood(s):

VARIOUS

Critical Milestones:

- Construct additional BEB infrastructure at AOMF Fall 2027 – Fall 2029
- Purchase Land Spring 2027
- Construct BEB infrastructure at LMF Fall 2031 - Fall 2034

Changes from Prior CIP:

Elements of this program were included in AOMF Phase II in the previous CIP; the program has been expanded to include all funding needs to help ART transition to 100 percent ZEBs.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Federal Funding					14,646	4,379	8,787	3,011	4,176	13,996	48,995
State Funding	540	577	25,154	601							26,872
TCF - Commercial & Industrial Tax (C&I)		104	10,310	415	2,178	357				853	14,217
TCF - NVTA Local	360	249	2,456	87	1,483		1,695	262	538	2,646	9,776
Regional Funding					12,235		10,290			9,553	32,078
Tax Increment Financing (TIF)						738	502	492	506		2,238
Previous Funding											
Total Funding	900	930	37,920	1,103	30,542	5,474	21,274	3,765	5,220	27,048	134,176
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

ART Fleet Transition to ZEB Detail (\$000)

	<u>FY25</u>	<u>FY26</u>	<u>FY27</u>	<u>FY28</u>	<u>FY29</u>	<u>FY30</u>	<u>FY31</u>	<u>FY32</u>	<u>FY33</u>	<u>FY34</u>	<u>CIP total</u>
Replacement (55 buses)											
Uses:											
Replacement Buses	0	0	4,303	0	7,419	0	8,476	0	0	13,231	33,428
Land and Infrastructure	250	260	2,516	920	7,403	4,562	494	3,354	4,798	1,616	26,173
Total Uses	250	260	6,819	920	14,822	4,562	8,970	3,354	4,798	14,847	59,601
Sources:											
Local Funds	125	115	2,595	419	2,964	912	1,794	671	960	2,969	13,524
External Funds	125	145	4,224	501	11,857	3,649	7,176	2,683	3,839	11,878	46,077
Total	250	260	6,819	920	14,822	4,562	8,970	3,354	4,798	14,847	59,601
Expansion (11 buses)											
Uses:											
Replacement Buses	0	0	0	0	3,995	0	2,422	0	0	0	6,416
Land and Infrastructure	263	271	9,990	184	1,481	912	99	410	422	323	14,355
Total Uses	263	271	9,990	184	5,475	912	2,520	410	422	323	20,771
Sources:											
Local Funds	100	100	3,279	84	296	182	20	82	84	65	4,292
External Funds	163	172	6,710	100	5,179	730	2,501	328	338	259	16,480
Total	263	271	9,990	184	5,475	912	2,520	410	422	323	20,771
Contingency for 1.3:1 ratio (20 buses)											
Uses:											
Replacement Buses	0	0	3,107	0	8,241	0	7,868	0	0	9,553	28,769
Land and Infrastructure	387	399	18,004	0	2,005	0	1,914	0	0	2,324	25,034
Total Uses	387	399	21,111	0	10,246	0	9,783	0	0	11,878	53,803
Sources:											
Local Funds	135	139	6,891	0	401	0	383	0	0	465	8,415
External Funds	252	259	14,220	0	9,845	0	9,400	0	0	11,413	45,388
Total	387	399	21,111	0	10,246	0	9,783	0	0	11,878	53,803
Total - ART Fleet Transition to ZEB											
Uses:											
Replacement Buses	0	0	7,410	0	19,654	0	18,766	0	0	22,784	68,614
Land and Infrastructure	900	930	30,510	1,104	10,889	5,474	2,507	3,763	5,220	4,264	65,562
Total Uses	900	930	37,920	1,104	30,543	5,474	21,273	3,763	5,220	27,048	134,176
Sources:											
Local Funds	360	354	12,766	503	3,662	1,095	2,197	753	1,044	3,499	26,231
External Funds	540	577	25,154	601	26,881	4,379	19,076	3,011	4,176	23,549	107,945
Total	900	930	37,920	1,104	30,543	5,474	21,273	3,763	5,220	27,048	134,176

Notes:

- > Cost of land, build-out plus charging infrastructure, and mid-life battery replacement have been distributed across the 3 categories based on vehicle count and additional factors
- > Local funds include TCF-C&I, TCF-NVTA Local, and TIF. External Funds include Regional funding as well as State and Federal grants
- > Additional BEB costs captured in other CIP programs are not included here. These sum to \$8.6m, bringing the total for the BEB transition to \$143m. They include:
 - > \$4.5m for the 4 pilot BEBs (included in the ART Fleet Expansion CIP program)
 - > \$4.1m for the incremental cost of BEB vs. RNG for 8 replacement buses for FY26 (included in the ART Fleet Replacement CIP program)



5. ART OPERATIONS AND MAINTENANCE FACILITY

Project Highlights:

- This project addresses the need for an administrative, operations, and maintenance facility for Arlington Transit.
- This facility replaces two leased facilities (Administration building on South Eads Street and a converted warehouse facility used for maintenance 9 miles south in Alexandria, VA).
- Cost includes charging infrastructure for 12 Battery Electric Buses (BEBs), one fast charger, and solar panels on the roof of the O&M facility and parking garage.
- Further expansion of BEB charging infrastructure is captured in the ART Fleet Transition to ZEB CIP program.

Associated Plan(s):

- Community Energy Plan
- Transit Strategic Plan
- ART Zero-Emissions Bus Study

Neighborhood(s):

- Green Valley
- VARIOUS

Funding Notes: Operations costs for the facility includes a building engineer, building maintenance, utilities, security, cleaning, etc.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding	12,318										12,318
TCF - Commercial & Industrial Tax (C&I)	13,716										13,716
Previous Funding											
TCF - Commercial & Industrial Tax (C&I)	1,346										1,346
TCF - NVTA Local	24										24
Total Funding	27,404	0	0	0	0	0	0	0	0	0	27,404
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Personnel (\$)	105	140	144	148	152	157	162	167	172	177	1,524
Non-Personnel (\$)	553	332	342	352	363	374	385	397	409	421	3,928
Total Impact	658	472	486	500	515	531	547	564	581	598	5,452

Critical Milestones:

- Substantial completion Fall 2024
- Construction completion with BEB infrastructure Fall 2025

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/County-Facilities/ART-Operations-Maintenance-Facility>

Changes from Prior CIP:

No change from the previous CIP.



6. BALLSTON-MU METRORAIL STATION WEST ENTRANCE

Project Highlights:

- Project will add a new west entrance to the Ballston-MU Metrorail Station to be located at the intersection of North Fairfax Drive and North Vermont Street.
- New entrance will include elevators in compliance with the American with Disabilities Act (ADA) and stairs.
- New entrance will improve access from the Glebe Road area and the growing development in the western part of Ballston.
- The County published the Request for Qualifications (RFQ) for a design-build delivery of the project in mid-May. Following qualification of firms, the County will issue a Request for Proposals (RFP) and anticipates reviewing responsive proposals in early 2025.

Associated Plan(s):

Master Transportation Plan
Transit Strategic Plan

Neighborhood(s):

Ballston-Virginia Square

Funding Notes: Regional funding includes \$92,000,000 in NVTA and \$4,500,000 in approved I-66 Commuter Choice funding and \$12,000,000 in a future request to the I-66 Commuter Choice Program. Developer contributions are associated with the Spire Fairmont site plan (#331). Other Previously Approved Funds consist of \$9,271,000 in state grants and \$4,511,000 in developer contributions from the Marymount University site plan (#64). The asset will be owned and operated by WMATA once completed.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Developer Contributions				6,865							6,865
TCF - Commercial & Industrial Tax (C&I)				13,709	37,201						50,910
Regional Funding				12,000							12,000
Previous Funding											
Regional Funding	570	8,569	66,489	17,828							93,456
Other Previously Approved Funds	380	5,713	3,178	4,511							13,782
Total Funding	950	14,282	69,667	54,913	37,201	0	0	0	0	0	177,013
Operating Impact											
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Update previously developed 35% design documents Summer 2024
- Design-Build services procurement Spring 2024 - Spring 2025
- Design Build phase Summer 2025 - Spring 2029
- Acceptance testing Spring 2029
- Project closeout Summer 2029

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Ballston-MU-Metro-Station-West-Entrance>

Changes from Prior CIP:

The project cost has been conservatively increased from \$150M to \$181M due to inflation and updated cost estimates for design/construction services based on an independent cost estimate and the County's experience on the Crystal City Metrorail Station East Entrance, a comparable project.



7. BUS BAY EXPANSION-EAST FALLS CHURCH METRO STATION

Project Highlights:

- This project will expand bus bay capacity at the East Falls Church metro station by adding three new bus bays.
- This project will result in the replacement of the existing shelters in the off-street bus loop, improve bus operations, bus circulation, and pedestrian accessibility and safety.

Associated Plan(s):

East Falls Church Area Plan
Transit Strategic Plan

Neighborhood(s):

Arlington-East Falls Church

Funding Notes: Other Previously Approved Funds consist of \$764,000 in state grants and \$1,200,000 from WMATA. Regional Funding is I-66 Outside-the-Beltway Concessionaire funds. All new operating and maintenance costs that result from this project will be funded by Metro. The asset will be owned and operated by WMATA once completed.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Regional Funding	2,200										2,200
Previous Funding											
TCF - Commercial & Industrial Tax (C&I)	301	394									695
TCF - NVTA Local	1,245										1,245
Regional Funding	2,480										2,480
Other Previously Approved Funds	1,964										1,964
Total Funding	8,190	394	0	0	0	0	0	0	0	0	8,584
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Start construction Fall 2024
- Complete construction Spring 2026

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Bus-Bay-Expansion-at-East-Falls-Church-Metro-Station>

Changes from Prior CIP:

The project cost increased by \$3.6M from the FY 2023 Adopted CIP driven primarily by changes in the required bus shelter design and increased costs for Maintenance of Traffic (MOT), construction management and inspection services, earthwork and landscaping work, and project contingency.



8. BUS STOP ACCESSIBILITY IMPROVEMENTS

Project Highlights:

- On-going program to update the County's bus stops to improve accessibility.
- Approximately 297 bus stops have been made ADA compliant since the program launched in FY 2014.
- Of the 990 bus stops in the county, about 60 percent are not ADA-compliant but only 10 percent are not accessible.
- Non-ADA-compliant bus stops may be possible to access with varying levels of difficulty, but do not comply with current federal guidance; non-accessible bus stops are not possible to access for those with different mobility abilities.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

VARIOUS

Funding Notes: Funding plan assumes 68 percent state capital reimbursement grants.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding	630	600	626	649	670	694	718	748	771	804	6,910
TCF - Commercial & Industrial Tax (C&I)	148	142	148	152	157	163	169	175	181	189	1,624
TCF - NVTA Local	148	141	147	153	158	163	169	176	181	189	1,625
Previous Funding											
Total Funding	926	883	921	954	985	1,020	1,056	1,099	1,133	1,182	10,159
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Each fiscal year includes funding for the design of 20 to 25 bus stop improvements.

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Uncategorised/Bus-Stop-Accessibility-Improvements>

Changes from Prior CIP:

No significant change from the previous CIP.



9. BUS STOP AND SHELTER PROGRAM

Project Highlights:

- As of April 2024, Arlington County had 990 bus stops, 308 of which include bus shelters. Some locations have multiple shelters, resulting in a total of 330 shelters.
- Bus shelters have a useful life of 15 years, on average, but periodic repairs help extend life.
- This program replaces existing bus shelters that are aging, installs new shelters where needed, and makes repairs and improvements.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

VARIOUS

Funding Notes: Other Previously Approved Funds consist of \$122,000 in state grants and \$57,000 in PAYG. Funding plan assumes 68 percent state capital reimbursement grants.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding	304	439	378	355	367	382	409	438	451	467	3,990
TCF - Commercial & Industrial Tax (C&I)	72	103	89	83	85	89	97	104	107	110	939
TCF - NVTA Local	72	103	89	84	86	89	97	103	106	110	939
Previous Funding											
Other Previously Approved Funds	179										179
Total Funding	627	645	556	522	538	560	603	645	664	687	6,047
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Non-Personnel (\$)	125	129	133	137	141	145	149	153	157	161	1,430
Total Impact	125	129	133	137	141	145	149	153	157	161	1,430

Critical Milestones:

- Annual program goals: Replace 5-10 shelters and install up to 3 new shelters.

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Uncategorised/Bus-Stop-and-Shelter-Program>

Changes from Prior CIP:

No significant change from the previous CIP.



10. COURT HOUSE METRORAIL STATION NEW ELEVATORS

Project Highlights:

- The Court House Metrorail Station has only one street elevator to the mezzanine that is small, slow, and heavily used.
- This project will provide for design, engineering, and construction of two street level elevators (that will replace the current elevator and add an additional one).
- Elevators will increase access to the station mezzanine and accommodate emergency services as well as those traveling with luggage, bicycles, strollers, or by wheelchair.

Associated Plan(s):

Court House Sector Plan
Transit Strategic Plan

Neighborhood(s):

Courthouse

Funding Notes: New funding plan consists of FTA and DRPT grants, and I66 Commuter Choice funding. Other Previously Approved Funds are developer contributions from the 2311 Wilson Boulevard site plan (#263) and the 2401 Wilson Boulevard site plan (#404). The asset will be owned and operated by WMATA once completed.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Federal Funding			825	2,346	9,812	11,540	11,079				35,602
State Funding			206	587	2,453	2,885	2,769				8,900
Regional Funding						10,000					10,000
Previous Funding											
Other Previously Approved Funds	206	64	2,699								2,969
Total Funding	206	64	3,730	2,933	12,265	24,425	13,848	0	0	0	57,471
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Complete preliminary engineering Spring 2027
- Complete final design Summer 2029
- Start early construction activities Summer 2028
- Complete construction Spring 2031

Changes from Prior CIP:

The project cost has almost doubled based on a new cost estimate from the on-call estimation contractor.



11. CRYSTAL CITY - POTOMAC YARD TRANSITWAY UPKEEP

Project Highlights:

- This project will investigate the cause of glass breakage on the Transitway shelters and implement fixes.
- This project will also undertake various other tasks relating to the transitway including replacing real time info signs/flags at all stations, implementing treatments to prevent bird nesting, investigating options to prevent cars from entering transit lanes, and repairing/replacing loose brick pavers.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

Crystal City

Funding Notes: Other Previously Approved Funds consist of state grants.											
New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Previous Funding											
Tax Increment Financing (TIF)	421										421
Other Previously Approved Funds	68										68
Total Funding	489	0	0	0	0	0	0	0	0	0	489
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Start design, construction, and equipment replacement Summer 2024
- Complete design, construction, and equipment replacement Winter 2025

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Uncategorised/Crystal-City-Potomac-Yard-Transitway>

Changes from Prior CIP:

Cost decreased from the previous CIP following a study that scoped out the project.



12. CRYSTAL CITY METRO STATION EAST ENTRANCE

Project Highlights:

- This project will provide a new entrance at the east end of the metro station to provide easier access from Crystal Drive, VRE Station, and Crystal Drive at 18th Street South.
- New entrance will include elevators in compliance with the Americans with Disabilities Act and stairs.
- This project will expand the walkshed for the station and connect high density commercial and residential development along Crystal Drive.
- A Guaranteed Maximum Price proposal and Comprehensive Agreement for Final Design and Construction was approved by Arlington County Board in July 2023.

Associated Plan(s):

Crystal City Sector Plan
Master Transportation Plan
Transit Strategic Plan

Neighborhood(s):

Crystal City

Funding Notes: Project funding includes \$82.5 million allocated by the Commonwealth to meet its commitment to Amazon. That funding is a mix of federal and state funding. Other Previously Approved Funds consist of \$10,804,000 in a federal grant and \$18,233,000 in state grant. The asset will be owned and operated by WMATA once completed.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Federal Funding		2,328	29,483								31,811
State Funding		582	8,693								9,275
TCF - Commercial & Industrial Tax (C&I)		23,836									23,836
Tax Increment Financing (TIF)	19,362	13,598	145								33,105
Previous Funding											
Other Previously Approved Funds	20,490	8,547									29,037
Total Funding	39,852	48,891	38,321	0	0	0	0	0	0	0	127,064
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Final design Summer 2024 - Winter 2025
- Construction Fall 2024 - Spring 2027
- Project closeout Spring 2027

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Crystal-City-Metro-Station-Second-Entrance>

Changes from Prior CIP:

Project cost increased by about 50 percent compared to the previous CIP as the prior CIP estimate was based only on conceptual planning work.



13. EAST FALLS CHURCH METRO STATION SECOND ENTRANCE

Project Highlights:

- This project will undertake the planning, design, and construction of a full second entrance to the East Falls Church Metrorail Station.
- The project will improve pedestrian access to the station from points west.
- It will be coordinated with the City of Falls Church.

Associated Plan(s):

East Falls Church Area Plan
Transit Strategic Plan

Neighborhood(s):

Arlington-East Falls Church

Funding Notes: The County anticipates submitting requests to external funding sources for design and construction, which will be reflected in the next CIP update. The asset will be owned and operated by WMATA once completed.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding									200	200	400
TCF - NVTA Local									200	200	400
Previous Funding											
Total Funding	0	0	0	0	0	0	0	0	400	400	800
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Planning Fall 2033 - Fall 2034

Changes from Prior CIP:

Project start has been delayed two years.



14. MICROTRANSIT IMPLEMENTATION PLAN

Project Highlights:

- This project will study microtransit and implement a pilot.
- Microtransit is a form of demand-responsive service that operates on a smaller scale than traditional public transit.
- The pilot will be implemented in fall 2025 in zones defined by the planning process; the goal will be to determine if microtransit provides options for shared transport in areas where low performance ART routes are eliminated.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

VARIOUS

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding	35										35
TCF - NVTA Local		500									500
Previous Funding											
TCF - NVTA Local	35										35
Total Funding	70	500	0	0	0	0	0	0	0	0	570
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Study complete Spring 2025
- Pilot start Fall 2025

Changes from Prior CIP:

The project is new to the FY 2025 - FY 2034 CIP.



15. MOBILITY HUB PILOT

Project Highlights:

- This project is for the design and implementation of a Mobility Hub Pilot in the Court House Plaza area.
- The pilot brings together various elements at one location including but not limited to: bus stops, shared mobility device corrals, bike parking, ADA compliant pedestrian facilities, wayfinding/information hubs, and parklets.
- The goal is to provide greater access to multimodal transportation and improve public infrastructure.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

Courthouse

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Previous Funding											
TCF - Commercial & Industrial Tax (C&I)	565										565
Total Funding	565	0	0	0	0	0	0	0	0	0	565
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Design of the Mobility-Hub pilot Spring 2024 - Fall 2024
- Implementation of Mobility Hub pilot Spring 2025

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Plans-Studies/Transportation-Plans-Studies/Mobility-Hub-Guidebook>

Changes from Prior CIP:

Project completion has been delayed a year to FY 2025.



16. PENTAGON CITY METRO STATION SECOND ELEVATOR

Project Highlights:

- Construction of a second street to mezzanine elevator to provide access to the Pentagon City Metro Station from the west side of South Hayes Street.
- Improves general access and compliance with the Americans with Disabilities Act (ADA).
- Provides back-up ADA access when the other elevator is out of service for repairs or maintenance.

Associated Plan(s):

Master Transportation Plan
Pentagon City Sector Plan
Transit Strategic Plan

Neighborhood(s):

Pentagon City

Funding Notes: The asset will be owned and operated by WMATA once completed.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
TCF - Commercial & Industrial Tax (C&I)	3,893										3,893
Previous Funding											
Total Funding	3,893	0	0	0	0	0	0	0	0	0	3,893
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Complete construction and open Summer 2024
- Project closeout Fall 2024

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Pentagon-City-Metro-Station-Second-Elevator>

Changes from Prior CIP:

Total project cost increased from \$10.5M in the previous CIP to \$17.3M due to a variety of factors including unforeseen site conditions, supply chain issues, and production delays. Milestone dates and costs reflect the current project schedule.



17. PREMIUM TRANSIT NETWORK (PRTN): ART FLEET EXPANSION

Project Highlights:

- This program funds the purchase of additional buses to support the 10-year service plan for ART.
- The costs in FY 2025 reflect the purchase of four Battery Electric Buses (BEBs) for a BEB pilot.
- Future bus purchases are also expected to be BEBs; however, CNG costs are used in this CIP program as the incremental costs associated with ZEB technology are captured in the ART Fleet Transition to ZEB CIP program.

Associated Plan(s):

Community Energy Plan
Transit Strategic Plan
ART Zero-Emissions Bus Study

Neighborhood(s):

VARIOUS

Funding Notes: Other Previously Approved Funds consist of state grants.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
TCF - Commercial & Industrial Tax (C&I)	1,428										1,428
Regional Funding					5,616		3,404				9,020
Previous Funding											
Other Previously Approved Funds	3,035										3,035
Total Funding	4,463	0	0	0	5,616	0	3,404	0	0	0	13,483
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Four Battery Electric Buses Spring 2025
- Procure 7 buses and related on-bus equipment Spring 2029
- Procure 4 buses and related on-bus equipment Spring 2031

Changes from Prior CIP:

The addition of four BEBs for a pilot. Also, the vehicle cost for future year purchases in the previous CIP reflected BEBs.



18. PREMIUM TRANSIT NETWORK (PRTN): COLUMBIA PIKE TRANSIT STATIONS

Project Highlights:

- Design and construction of 23 Transit Stations at 12 locations along Columbia Pike.
- The first eight shelters are operational; construction of the remaining stations will follow the Columbia Pike Multimodal project.
- Transit Stations include shelters with seating, real-time information and near level boarding.

Associated Plan(s):

Master Transportation Plan
Transit Strategic Plan

Neighborhood(s):

Alcova Heights
Arlington Heights
Arlington View
Barcroft
Columbia Forest
Columbia Heights
Columbia Heights West
Douglas Park
Penrose

Funding Notes: Other Previously Approved Funds consist of \$1,322,000 in federal grants and \$212,000 in state grants.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
TCF - Commercial & Industrial Tax (C&I)		1,041	109								1,150
Previous Funding											
Issued but Unspent Bonds	407										407
TCF - Commercial & Industrial Tax (C&I)	2,317	2,517									4,834
Other Previously Approved Funds	1,534										1,534
Total Funding	4,258	3,558	109	0	0	0	0	0	0	0	7,925
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Non-Personnel (\$)	58	82	110	138	150	155	159	164	169	170	1,355
Total Impact	58	82	110	138	150	155	159	164	169	170	1,355

Critical Milestones:

- Phase 3 construction completion - Orme E&W Spring 2025
- Phase 4 construction completion - Thomas E, Taylor W, George Mason E&W, Oakland E Spring 2026
- Phase 5 construction completion - Walter Reed W, Barton E& W, Courthouse E&W, Scott E&W, Glebe E Spring 2026

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Columbia-Pike-Transit-Stations>

Changes from Prior CIP:

The project phasing plan has been adjusted to better coordinate with the Columbia Pike Multimodal Street reconstruction project.



19. PREMIUM TRANSIT NETWORK (PRTN): TRANSIT ITS AND SECURITY PROGRAM

Project Highlights:

- This program funds technology to improve transit operations and rider information systems. Disparate systems and data sources will be consolidated. Additional initiatives under this program are listed below.
- Transit Signal Priority (TSP) implementation for better running times of buses in congested corridors, particularly on Columbia Pike and Langston Boulevard.
- Text-based system for real time bus arrival information on mobile phones.
- Preplanning for end-of-life replacements of current technology to maintain a state of good repair as required by FTA.
- Video recorded on buses allowing for enhanced safety of customers and bus operators.

Associated Plan(s):

Master Transportation Plan
Transit Strategic Plan

Neighborhood(s):

VARIOUS

Critical Milestones:

- Deployment of TSP on Langston Boulevard corridor Summer 2024
- Deployment of TSP on Columbia Pike corridor Summer 2025
- Issue RFP for business intelligence automation Summer 2025
- Issue RFP for text-based arrival system Winter 2025
- Deployment of TSP on Glebe Road corridor Spring 2026
- Deployment of TSP on Crystal City/Pentagon City corridor Spring 2027

Funding Notes: Other Previously Approved Funds consist of state grants.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding	85	293	303	312	199	126	130	134	138	142	1,862
TCF - Commercial & Industrial Tax (C&I)					29	30	31	31	32	33	186
TCF - NVTA Local					30	29	30	32	33	34	188
Previous Funding											
TCF - Commercial & Industrial Tax (C&I)	236										236
TCF - NVTA Local	129	165	143	147	35						619
Other Previously Approved Funds	596										596
Total Funding	1,046	458	446	459	293	185	191	197	203	209	3,687
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Personnel (\$)	2	2	2	2	2	2	2	2	2	2	20
Non-Personnel (\$)	147	254	266	269	271	386	388	389	392	392	3,154
Total Impact	149	256	268	271	273	388	390	391	394	394	3,174

Changes from Prior CIP:

This program is ongoing from the previous CIP and includes updated schedule and cost estimates.

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Uncategorised/Transit-ITS-and-Security-Program>



20. PREMIUM NETWORK TRANSIT (PRTN): TRANSITWAY EXTENSION POTOMAC AVE - ALEXANDRIA

Project Highlights:

- This project will construct the third segment (Segment C) of the transitway serving the Crystal City / Potomac Yard corridor connecting to the City of Alexandria.
- Construction includes a dedicated transit-only southbound lane as well as bike and pedestrian improvements along Potomac Avenue.

Associated Plan(s):

Crystal City Sector Plan
Master Transportation Plan
Potomac Yards Design Guidelines
Transit Strategic Plan

Neighborhood(s):

Potomac Yard

Funding Notes: Other Previously Approved Funds consist of state grants.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Previous Funding											
Other Previously Approved Funds	20	37	3,142	3,066	1,491						7,756
Total Funding	20	37	3,142	3,066	1,491	0	0	0	0	0	7,756
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Design Spring 2025 - Spring 2027
- Start construction Summer 2028

Changes from Prior CIP:

Project timeline has been delayed three years.



21. PREMIUM NETWORK TRANSIT (PRTN): TRANSITWAY EXTENSION TO PENTAGON CITY

Project Highlights:

- This project will extend the Crystal City Potomac Yard Transitway from Crystal City to Pentagon City.
- It will provide dedicated transit lanes, five new transit stations, traffic signal modifications, and sidewalk / curb improvements.
- Construction started in FY 2022 and the project is expected to be completed in segments by FY 2027.

Associated Plan(s):

- Crystal City Sector Plan
- Master Transportation Plan
- Metropolitan Park Design Guidelines
- Pentagon Centre Site Guiding Principles
- Pentagon City Planning Task Force Report
- Pentagon City Sector Plan
- Transit Development Plan

Neighborhood(s):

- Aurora Highlands
- Crystal City
- Pentagon City

Funding Notes: Other Previously Approved Funds consist of \$5,675,000 in state grants and \$333,000 in developer contributions from the Pentagon Centre site plan (#297).

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
TCF - Commercial & Industrial Tax (C&I)		370	330								700
Previous Funding											
TCF - Commercial & Industrial Tax (C&I)	24	325									349
Regional Funding	3,450	9,600	3,610								16,660
Tax Increment Financing (TIF)		91									91
Other Previously Approved Funds	3,957	1,720	331								6,008
Total Funding	7,431	12,106	4,271	0	0	0	0	0	0	0	23,808
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Non-Personnel (\$)		70	85	100	105	110	115	120	125	130	960
Total Impact	0	70	85	100	105	110	115	120	125	130	960

Critical Milestones:

- Start construction Segment IIA Winter 2025
- Complete construction Segment IIA Spring 2026

Project Links:

- <https://www.arlingtonva.us/Government/Projects/Project-Types/Uncategorised/Transitway-Extension-to-Pentagon-City>

Changes from Prior CIP:

Due to the hold in construction for Pen Place, the design for segment IIA had to be revised at 100 percent design to incorporate additional corridor improvements on the north curb of 12th Street South. The anticipated impact on the project timeline due to this delay is 18 months.



22. SHIRLINGTON BUS STATION EXPANSION

Project Highlights:

- Project focuses on adding bus bay(s) to the Shirlington Station to meet growing demand.

Associated Plan(s):

Transit Strategic Plan

Neighborhood(s):

Shirlington

Funding Notes: Regional funding is NVTA. Minor operating costs anticipated for utilities, communications, snow removal, and cleaning.

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
TCF - Commercial & Industrial Tax (C&I)	310										310
Regional Funding					600	5,850	5,150				11,600
Previous Funding											
Total Funding	310	0	0	0	600	5,850	5,150	0	0	0	11,910
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Non-Personnel (\$)							6	6	6	6	24
Total Impact	0	0	0	0	0	0	6	6	6	6	24

Critical Milestones:

- Planning study to identify opportunities to address project needs Winter 2024 - Fall 2024
- Engineering and final design Fall 2028 - Spring 2029
- Construction Fall 2029 - Spring 2031

Changes from Prior CIP:

Cost has more than doubled from previous CIP due to scope changes. New application for design and construction submitted to NVTA for \$11.6 million.



23. TRANSIT STRATEGIC PLAN UPDATES

Project Highlights:

- Major update of Arlington's Transit Strategic Plan (ATSP) as required by the state every six years.

Associated Plan(s):

Master Transportation Plan
Transit Strategic Plan

Neighborhood(s):

VARIOUS

New Funding	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
State Funding					293						293
Previous Funding											
TCF - NVTA Local					292						292
Total Funding	0	0	0	0	585	0	0	0	0	0	585
Operating Impact	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total
Total Impact	0	0	0	0	0	0	0	0	0	0	0

Critical Milestones:

- Complete ATSP update (Comprehensive Operational Analysis-COA) Summer 2028

Changes from Prior CIP:

This is a carryover from previous CIP and includes the addition of a comprehensive operational analysis of ART services.