

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 and expanded transit service that support 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, and Shirlington. These commercial mixed use districts make up over half of the County's tax base, and include most of the County's office, hotel, retail, and multi-family housing stock.
- Provides a predictable 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 2013 Virginia General Assembly enacted legislation (House Bill 2313), which raises new transportation revenues for Northern Virginia through a series of state imposed regional taxes and fees. Of these revenues, 70 percent ("Regional Funds") will be retained by the Northern Virginia Transportation Authority (NVTA) to fund regional transportation projects. The remaining 30 percent ("Local Share") will be returned on a pro rata basis to the member localities, based on the amount of revenue generated by the taxes and fees within the locality, to be used for locally selected transportation projects.
- As part of the HB 2313 legislation, localities must enact a Commercial and Industrial Property ("C&I") tax at \$0.125 per \$100 of real estate value or dedicate an equivalent amount for transportation. Localities that do not fully implement this tax or an equivalent amount will have revenues reduced by a corresponding amount, the proceeds of which would be redistributed regionally. The Arlington County Board adopted the required \$0.125 per \$100 valuation C&I tax, known as the Transportation Capital Fund (TCF) in 2008, and therefore, meets this requirement.

SIGNIFICANT BUDGET CHANGES

The FY 2019 proposed budget for the Transportation Capital Fund (TCF) is \$37,225,429, based on projected current year revenues. This is a three percent decrease from the FY 2018 adopted budget. 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 2019 execution plan compared to the revised FY 2018 plan is shown in the fund statement. The FY 2019 budget reflects:

- ↓ Revenues decrease based on a reduction in commercial real estate assessments (\$1,246,745), partially offset by an increase in Northern Virginia Transportation Authority (NVTA) revenue projections (\$148,476).
- ↑ Increase of 7.0 FTEs due to the addition of the following positions:
 - Two Engineering positions (\$276,000, 2.0 FTE) 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.

- A Community Relations Specialist position (\$133,000, 1.0 FTE) to support the overall transportation capital program.
- Three positions transferred from the DES General Fund. The positions include two Budget Analysts and a Transportation Capital Program Manager (\$427,000, 3.0 FTEs). A portion of the time for these positions had already been charged to capital projects and the Transportation Capital Fund (net impact \$257,000).
- A Grants Compliance Specialist position currently charged to the Transportation Capital Fund but previously authorized in the County Manager’s Office (1.0 FTE).

PROGRAM FINANCIAL SUMMARY

	FY 2017 Actual	FY 2018 Adopted	FY 2019 Proposed	% Change '18 to '19
Capital Projects	\$26,823,321	\$37,650,698	\$37,225,429	-1%
Interest on Debt	596,153	673,000	-	-100%
Total Expenditures	27,419,474	38,323,698	37,225,429	-3%
Total Revenues	48,268,744	\$38,323,698	\$37,225,429	-3%
Change in Fund Balance	\$20,849,270	-	-	-
Total Authorized FTEs	18.0	22.0	29.0	

The FY 2019 Proposed Budget includes a total of 35.5 FTEs to support the transportation capital program. 29.0 FTEs are funded by the Transportation Capital Fund and 6.5 FTEs are funded by the Crystal City Tax Increment Fund (TIF).

- This table reflects the FY 2019 spending plan of current year revenues and does not show the use of fund balance for the total projected FY 2019 expenditures. See the Fund Statement for the execution plan.

FY 2019 MAJOR PROJECTS

Complete Streets

- **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:
 - Lynn Street Esplanade and Custis Trail Improvements - Rosslyn: Design and Utility undergrounding completed Fall FY 2018, VDOT construction advertisement complete, award in February 2018, general construction starts Spring FY 2018.
 - Clarendon Circle Improvements – Wilson Blvd and Washington Blvd: project design, procurement, and construction award expected by the end of FY 2018, general construction to start in FY 2019.
 - Washington Boulevard Improvements – Wilson Blvd to Kirkwood Road: design completed FY 2017, land transfer and building demolitions Spring FY 2018, construction advertisement and award Summer-Fall FY 2019, utility and construction to start Spring FY 2019.
 - Wilson Blvd Phase 3A (West) - Wilson Blvd from N. Monroe Street to N. Kenmore Street: design completed Fall FY 2018, construction advertisement and award Spring FY 2018, general construction start FY 2019.
 - Wilson Blvd Phase 3B Utility Undergrounding - Wilson Blvd from N. Kansas Street to the Dominion Power Substation. Design completion Spring FY 2018, advertisement and award Summer-Fall FY 2019, construction Winter FY 2019.

- Wilson Blvd Phase 3B (East) - Wilson Blvd from 10th Street N. to N. Lincoln Street and N. 10th Street from Wilson Blvd to N. Ivy Street: Design at 30 percent awaiting utility undergrounding design completion in Spring FY 2019, construction advertisement and award Fall FY 2019, general construction start in FY 2020.
- 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 following will utilize significant TCF funding in FY 2019:
 - Two separate 18th Street projects will move forward into design (Crystal Drive to Bell Street and Eads to Fern).
- Columbia Pike Corridor Street Improvements: Multimodal improvements along the entire corridor that will increase pedestrian safety and access, provide improved bicycle facilities, improve traffic flow, and increase pedestrian safety at intersections. Engineering drawings will continue to be developed for four segments of Columbia Pike and construction will begin on the segment between Four Mile Run and the County line in FY 2018. Construction between Four Mile Run and the County line will continue in FY 2019 and construction between S. Oakland and S. Wakefield will begin in FY 2019:
 - Columbia Pike from Four Mile Run to S. Jefferson Street (FY 2018-FY 2021)
 - Columbia Pike from S. Oakland St to S. Wakefield Street (FY 2019-FY 2021)
- Improvements Outside Major Corridors:
 - Lee Highway at Glebe Road Intersection Improvements: Sidewalk improvements, installation of left turn lanes along Glebe Road, upgraded traffic signals, streetlighting, and improved bus stops to follow the utility undergrounding.
 - Old Dominion Drive Missing Link: Pedestrian safety and access improvements that include the construction of the missing section of sidewalk along the south side of Old Dominion Drive between N. Thomas Street and Fire Station #3 as well as landscaping, stormwater, and retaining wall improvements.
 - Walter Reed Dr. – 5th St. South 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.
 - Walter Reed Dr. - Arlington Mill to Four Mile Run: Pedestrian & bicycle safety and access improvements that include sidewalk/trail improvements, bus stop improvements, lane realignment, pedestrian refuge enlargement, street lighting, traffic signal upgrades, landscaping, curb extensions, and high visibility crosswalks.
- Transportation Systems & Traffic Signals: This program includes the upgrade and reconstruction of existing outdated traffic signals and also allows for the implementation of transportation operations and management systems components such as battery backup and mid-block flashers. Major Signal upgrade projects for FY 2019 include the following:
 - S. Carlin Springs Rd. at 3rd Street S.
 - S. Carlin Springs Rd. at 6th Street S.
 - S. Glebe Rd. and Arlington Ridge Rd.
 - Route 50 and Montague (pedestrian signal)
- Intelligent Transportation System (ITS): This program will allow the County to expand ITS system capabilities/upgrades with the help of recently installed fiber in the County. 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). Additionally, in FY 2019, this program will work towards designing and installing new ITS strategies such as connected vehicles, data sharing and collection, and security enhancements.

- Strategic Network Analysis and Planning: This program will support multimodal traffic data collection services throughout Arlington County needed for traffic engineering and operation projects including:
 - Traffic counts to support various studies and analysis at select locations throughout the county to identify operational and infrastructure improvements.
 - Crash data to allow for transportation safety analyses throughout the county and subsequent implementation of safety measures on identified problem areas.
 - 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 will also support travel forecast model development efforts. The modeling program will begin with the development of an Arlington County travel demand model that can be used for service analysis and strategic planning for Arlington County as a whole. This model can be tailored for use in specific studies 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 County's roadways and assist in decision-making by ensuring that investments will yield significant positive impacts on the countywide transportation system.

Transit

- The ART heavy maintenance facilities project will provide the needed facility to maintain Arlington's growing fleet of ART buses used for local bus service. The County has increased the number of ART routes and hours of service significantly during the past 10 years. The County's approved plan for ART is to further expand from 65 to 90 buses during the next eight to ten years. In order to perform regular preventive maintenance and handle repairs and other unscheduled maintenance work, the County needs to acquire land and construct a 10-bay transit bus maintenance facility, parts storage room, offices, and gated parking area. FY 2019 funding is needed for land acquisition and the engineering and design phase for the new facility.
- Ballston Multimodal Improvements include needed improvements to the bus bays, curb space, bike parking, crosswalks, and plaza area around the entrance of Ballston-MU Metrorail station. The project will reconfigure and increase the number of bus bays, modernize and enlarge the bus shelters and seating, improve pedestrian circulation, establish a kiss-n-ride area, and relieve crowded conditions. The construction phase is targeted to begin in late spring 2018 and be completed in late fall 2019.
- Court House Metrorail Station Second Elevator project involves the design and construction of a second elevator from the street level to Metro's mezzanine fare gate level. The project also involves the replacement and expansion of the existing street elevator. This project meets the County's goal to have at least two street level elevators at each Metro station for back-up in the event that one elevator is out of service. Two new, modern elevators will increase access to the station mezzanine for those traveling with luggage, bicycles, strollers or by wheelchair and also better accommodate emergency services. Two new elevators will also reduce waiting time and queuing delays for station users, thereby reducing travel time. The engineering and design phase is scheduled for FY 2019.

TRANSPORTATION CAPITAL FUND
FUND STATEMENT

	FY 2017 ACTUAL	FY 2018 ADOPTED	FY 2018 RE-ESTIMATE	FY 2019 PROPOSED
ADJUSTED BALANCE, JULY 1				
Construction Reserve	\$144,016,259	\$137,921,265	\$164,765,529	\$140,157,118
Reserve	3,700,000	3,800,000	3,800,000	3,800,000
TOTAL BALANCE	147,716,259	141,721,265	168,565,529	143,957,118
REVENUES				
Commercial Real Estate Revenues	25,031,364	26,423,698	25,551,570	25,176,953
Developer Contributions	3,084,202	-	-	-
Capital Bikeshare - User Revenue	814,929	-	-	-
Misc. Revenues	656,622	-	-	-
Grant Revenues	6,384,471	-	-	-
NVTC Revenues - Local	12,297,156	11,900,000	12,139,019	12,048,476
TOTAL REVENUES	48,268,744	38,323,698	37,690,589	37,225,429
TOTAL REVENUE & BALANCE	195,985,003	180,044,963	206,256,118	181,182,547
EXPENSES				
Current Year Capital Projects	26,823,321	37,650,698	37,690,589	37,225,429
Carryover Capital Projects		26,699,302	15,858,411	23,144,571
Interest on Debt	596,153	673,000	8,750,000	-
TOTAL EXPENSES	27,419,474	65,023,000	62,299,000	60,370,000
BALANCE, JUNE 30				
Construction Reserve	164,765,529	111,121,963	140,157,118	117,112,547
Reserve ¹	3,800,000	3,900,000	3,800,000	3,700,000
TOTAL BALANCE	\$168,565,529	\$115,021,963	143,957,118	\$120,812,547

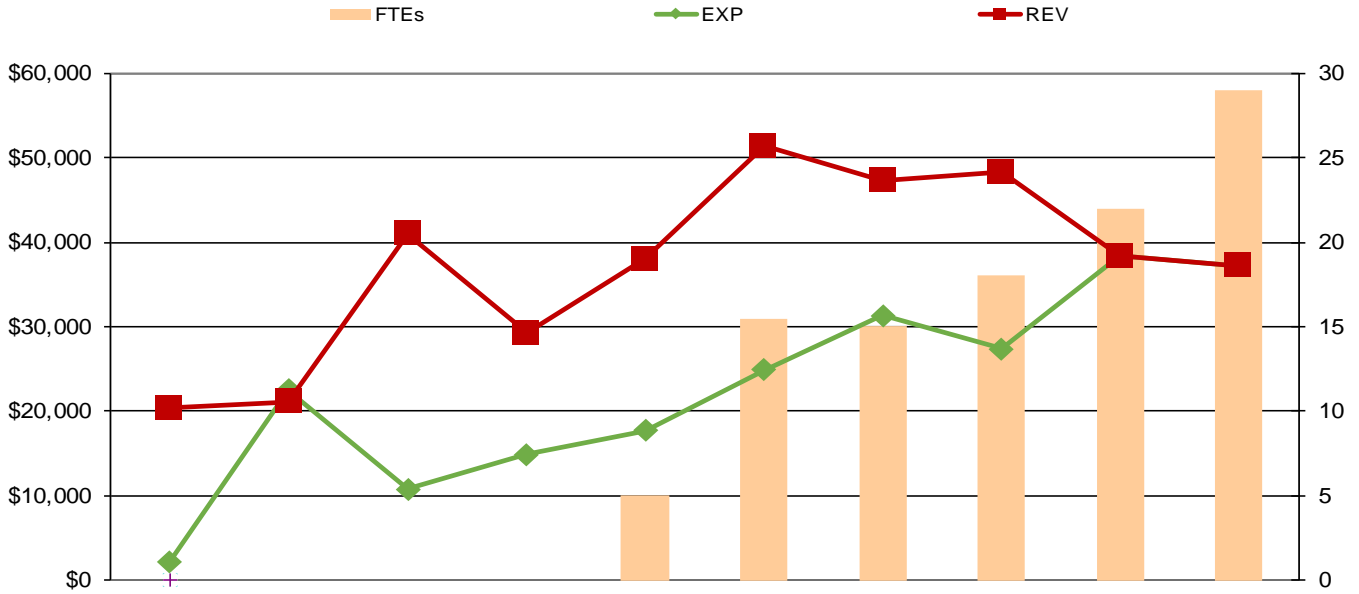
- Most capital projects span multiple years, from design to construction completion.
- The FY 2017 Actual and FY 2018 Re-Estimate columns reflect that funding for capital projects is carried forward each fiscal year, and ending balances fluctuate, reflecting the carryover of these funds.
- The FY 2019 proposed budget column is presented in a similar fashion to show planned execution of projects in the fiscal year.
- These are estimates based on preliminary plans and design and construction schedules.

Notes:

1. 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 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
\$ in 000s	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Adopted Budget	Proposed Budget
EXP	\$2,244	\$22,468	\$10,818	\$14,883	\$17,742	\$24,894	\$31,329	\$27,419	\$38,324	\$37,225
REV	\$20,370	\$21,169	\$41,007	\$29,278	\$38,012	\$51,360	\$47,353	\$48,269	\$38,324	\$37,225
FTEs	0.00	0.00	0.00	0.00	5.00	15.50	15.00	18.00	22.00	29.00

The FY 2019 Proposed Budget includes a total of 35.5 FTEs to support major street and transit program elements. 29.0 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 2010	<ul style="list-style-type: none"> ▪ In FY 2009, the Department of Environmental Services and Department of Management and Finance were authorized 6.0 FTEs to perform administrative services for the Transportation Investment Fund. These FTEs, budgeted in the respective departments, were paid for through a transfer to the General Fund from the Transportation Investment Fund. Due to changes made by the 2009 State General Assembly, only 4.0 FTEs will be paid for through the Transportation Investment Fund and these positions will be charged directly to projects in the fund and will not be shown as a transfer to the General Fund. ▪ Revenue increases reflect an increase in the assessment base of commercial properties for the CY 2009 assessment. The adopted commercial real estate tax rate is \$0.125 per \$100 of assessed value, which is expected to generate \$21,038,453 in FY 2010. ▪ Beginning July 1, 2009, the Virginia General Assembly capped the Commercial Real Estate Tax at \$0.125 per \$100 of assessed valuation, down from the previous cap of \$0.25. Arlington County set its rate at \$0.125 beginning on July 1, 2008, so it is not able to raise the current Commercial Real Estate Tax. 	
FY 2011	<ul style="list-style-type: none"> ▪ The adopted FY 2011 revenues and expenditures decreased by 13 percent from the FY 2010 adopted budget and seven percent from the FY 2010 re-estimate, based on projections for the commercial real estate tax. These estimates were revised in January 2011 based on increased commercial tax revenue estimates. The re-estimated number was \$19.7 million, compared to \$18.4 million that was adopted. This re-estimate was a decrease of three percent compared to FY 2010 actuals rather than the 13 percent decrease originally anticipated. The adopted commercial real estate tax rate is \$0.125 per \$100 of assessed value, which is re-estimated to generate \$19,735,913 in FY 2011. 	
FY 2012	<ul style="list-style-type: none"> ▪ The adopted FY 2012 revenues and expenditures increased by 14.6 percent from the FY 2011 adopted budget and 6.8 percent from the FY 2011 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 \$21,082,282 in FY 2012. 	
FY 2013	<ul style="list-style-type: none"> ▪ The adopted FY 2013 revenues and expenditures increased by 13.8 percent from the FY 2012 adopted budget and 4.4 percent from the FY 2012 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 \$24,000,000 in FY 2013. 	

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

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). 	5.0
	<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> 	10.0
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 decrease 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. 	(0.5)
	<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) are funded by HB 2313 local funds. 	
FY 2017	<ul style="list-style-type: none"> ▪ Revenues and expenditures increase 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 increases due to the addition of two Design Engineer Team Supervisors (2.0 FTE) in the Engineering Bureau and one Principal Planner (1.0 FTE) 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. 	3.0
FY 2018	<ul style="list-style-type: none"> ▪ Revenues increase based on commercial real estate projections (\$1,640,387), and Northern Virginia Transportation Authority (NVTA) revenue projections (\$85,559). 	
	<ul style="list-style-type: none"> ▪ Increase of 4.0 FTEs including a Neighborhood Complete Streets Traffic 	4.0

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	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.	

This page intentionally left blank