

Proposed Capital Improvement Plan (CIP)

FY 2025 – FY 2034

Submission of a 10-Year
Plan for Transportation



Transportation Advancing County Goals

Arlington County Master Transportation Plan

The Adopted Master Transportation Plan (MTP) provides policy guidance for Arlington's transportation system through 2030; it will undergo an update beginning later this year

Biophilia

Minimize adding impervious surface in new capital projects and incorporate more biophilic elements, including street trees, natural plantings, and bio-retention infrastructure where feasible

Community Energy Plan

Maximize sustainable travel options for residents, workers and visitors with continued investments in prioritizing pedestrian, bicycle, and shared mobility infrastructure, and enhanced transit service

Equity

Review project locations to ensure improved access and mobility for those reliant on transit, walking, and biking; advance studies in areas lacking adequate infrastructure and focus capital improvements to expand multimodal access

Safety

Ensure goals of the Vision Zero Action Plan are incorporated in all capital projects; identify future projects based on data collected and analyzed through the Vision Zero Program, with focus on improvements to the High Injury Network

Highlights and Key Takeaways

- On-going as well as major projects and initiatives in the 2025 – 2034 timeframe
 - Complete Streets: Columbia Pike, Crystal City/Pentagon City transformation, Rosslyn is next, Langston Boulevard to follow
 - Transit: ART O&M, Crystal City 2nd Entrance, Transitway Extensions, Ballston West Entrance, among other large projects
- Vision Zero goals embedded in Complete Street projects as well as the Street Safety Improvement program
- Future bus purchases assume Battery Electric Buses (BEBs)
- Full Adopted TSP implementation starting FY 2026
- Funding for multimodal studies, but not for design or construction
- PAYG and Bond requests limited to State of Good Repair (SGR), bridges

Proposed 10-Year CIP: \$1.5B

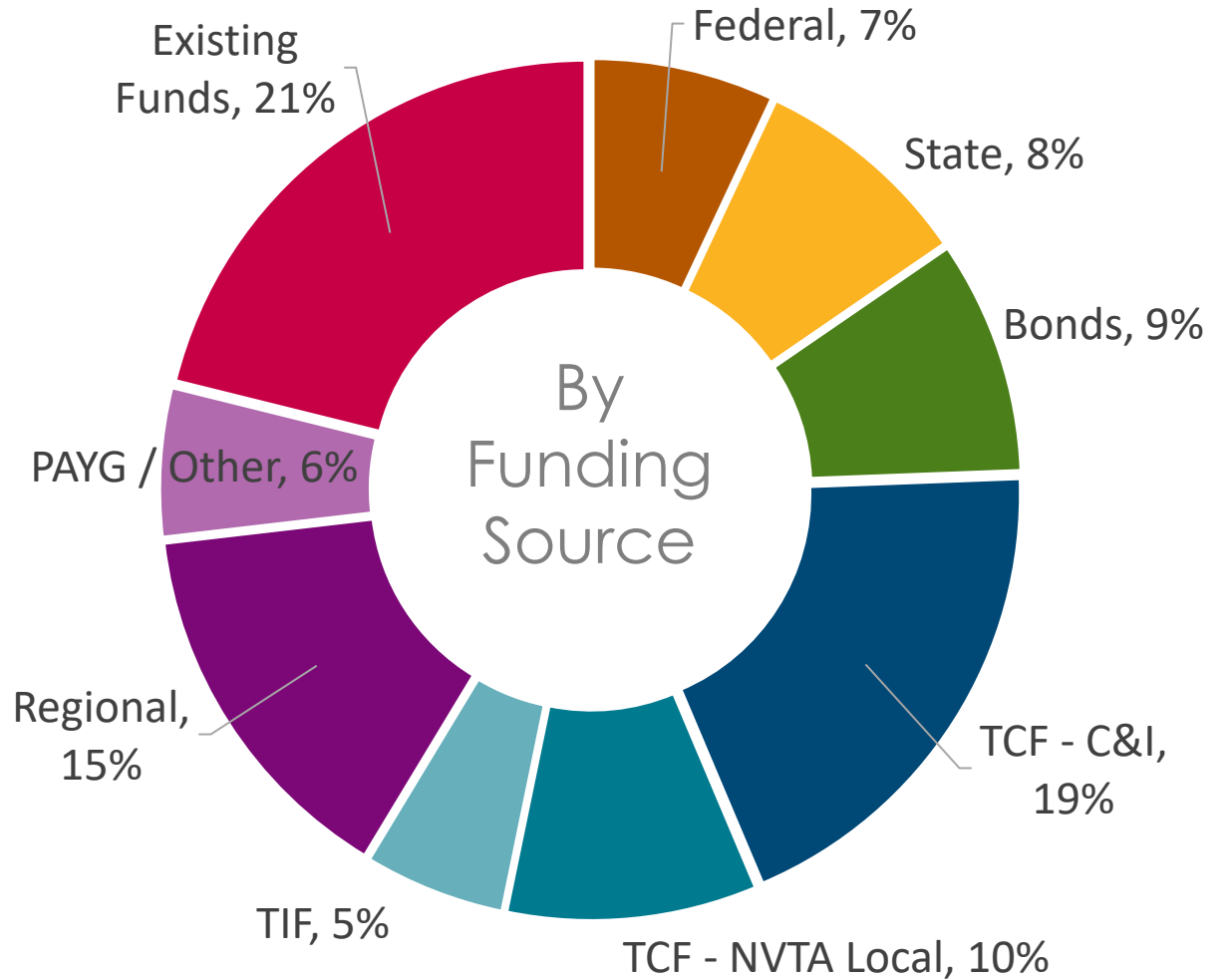
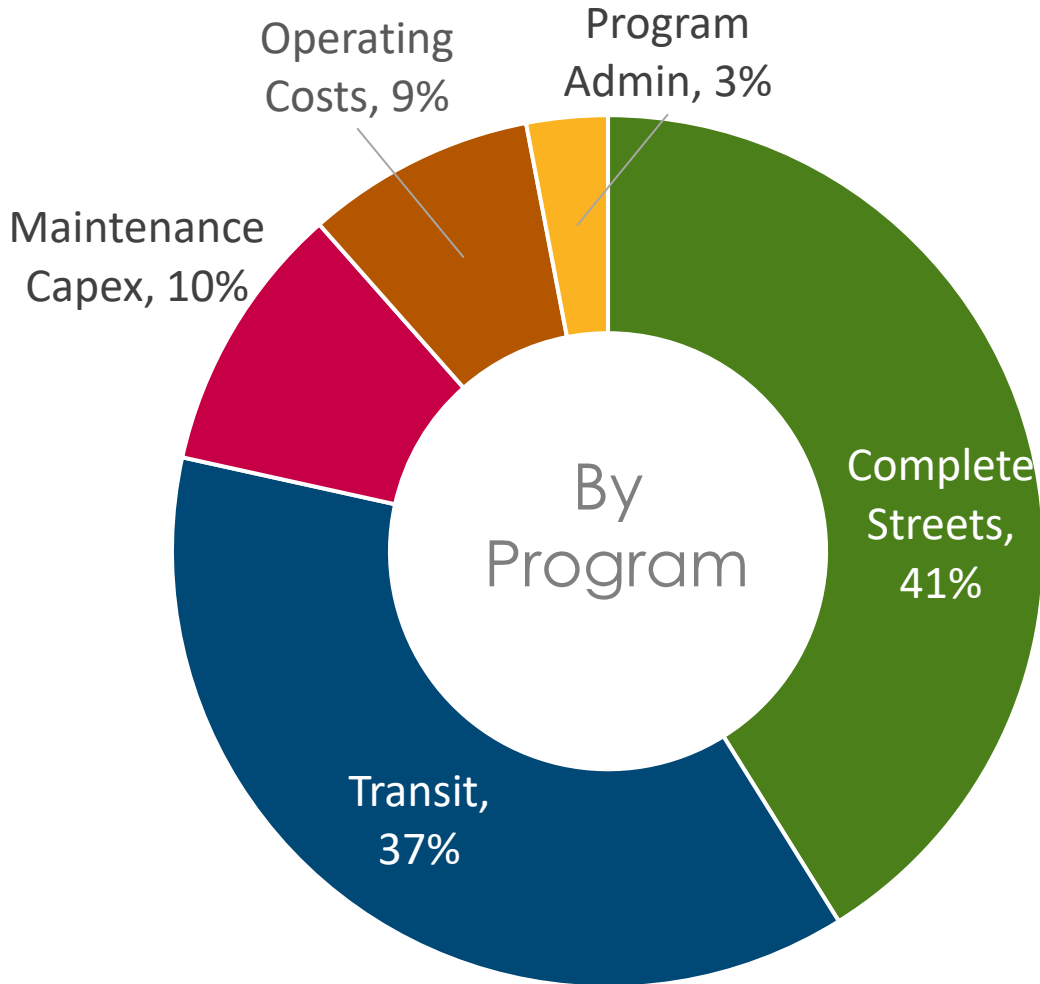
<i>\$000</i>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>FY 2032</u>	<u>FY 2033</u>	<u>FY 2034</u>	<u>10-Yr Total</u>	
Submitted CIP	Complete Streets Arlington	115,906	75,633	86,884	97,945	67,991	46,771	56,879	55,861	82,669	76,102	762,641
	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 Submitted CIP	259,142	201,500	285,850	198,549	208,312	125,902	158,575	106,984	137,283	172,411	1,854,508	
Implementation Adjustment	(68,088)	(48,268)	(65,690)	(55,192)	(58,308)	(8,360)	(12,976)	(7,417)	(7,812)	(12,066)	(344,176)	
Proposed CIP	191,054	153,232	220,160	143,357	150,004	117,542	145,599	99,567	129,471	160,345	1,510,332	

Key Changes vs FY 2023 Adopted CIP

- Cost to transition ART Fleet to ZEB / BEB consolidated under a new program “ART Fleet Transition to ZEB,” for a total cost of \$134m across 10 years
 - FY 2023 Adopted CIP included select elements scattered across multiple programs
- Cost escalation on transit projects
- Complete Streets portfolio: local placeholder funding removed from out-years due to funding constraints
- Street Safety Improvement program funding increased 50% reflecting volume of projects and faster pace of implementation to meet Board and community expectations
- Reduced funding for paving and bridge maintenance due to improved condition of assets

By Program and Funding Source

Almost 80% of funding is from new sources



Proposed 10-Year CIP: By Funding Source

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>FY 2032</u>	<u>FY 2033</u>	<u>FY 2034</u>	<u>10-Yr Total</u>
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	4,281	5,954	7,398	7,654	7,635	8,103	9,259	9,146	8,339	8,575	76,344
Other Funding	150	357	357	0	34	35	0	0	0	0	933
TCF - 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
TIF	20,131	16,702	6,139	8,950	8,576	2,526	4,834	5,265	13,349	14,067	100,539
Subtotal New Funding	100,682	117,891	178,541	162,036	206,453	123,486	156,945	106,985	137,251	172,392	1,462,662
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 - 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
TIF	4,207	3,331	5,143	862	23	2,387	1,541	0	0	0	17,494
Other Prev 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	259,142	201,499	285,851	198,549	208,312	125,902	158,575	106,985	137,282	172,411	1,854,508

Before implementation adjustment

Nov. '24 Proposed Bond Referendum: \$29.8M

<u>CIP Program</u>	<u>Proposed CIP</u>		<u>Total for Ref</u>
	<u>FY 2025</u>	<u>FY 2026</u>	
Paving	11,201	12,590	23,791
Street Lighting	770	584	1,354
Sidewalks	721	743	1,464
Neighborhood Complete Streets	420	430	850
Signals & ITS Maintenance	355	397	752
WALKArlington	200	206	406
Street Safety Improvements	163	235	398
Curb & Gutter Missing Links	111	130	241
Bridge Maintenance	0	524	524
Total	13,941	15,839	29,780

- 8% lower than FY 2023 Adopted CIP and mostly limited to state of good repair
- Reduced Paving ask resulting from improved pavement conditions owing to mild winters


Program Investments

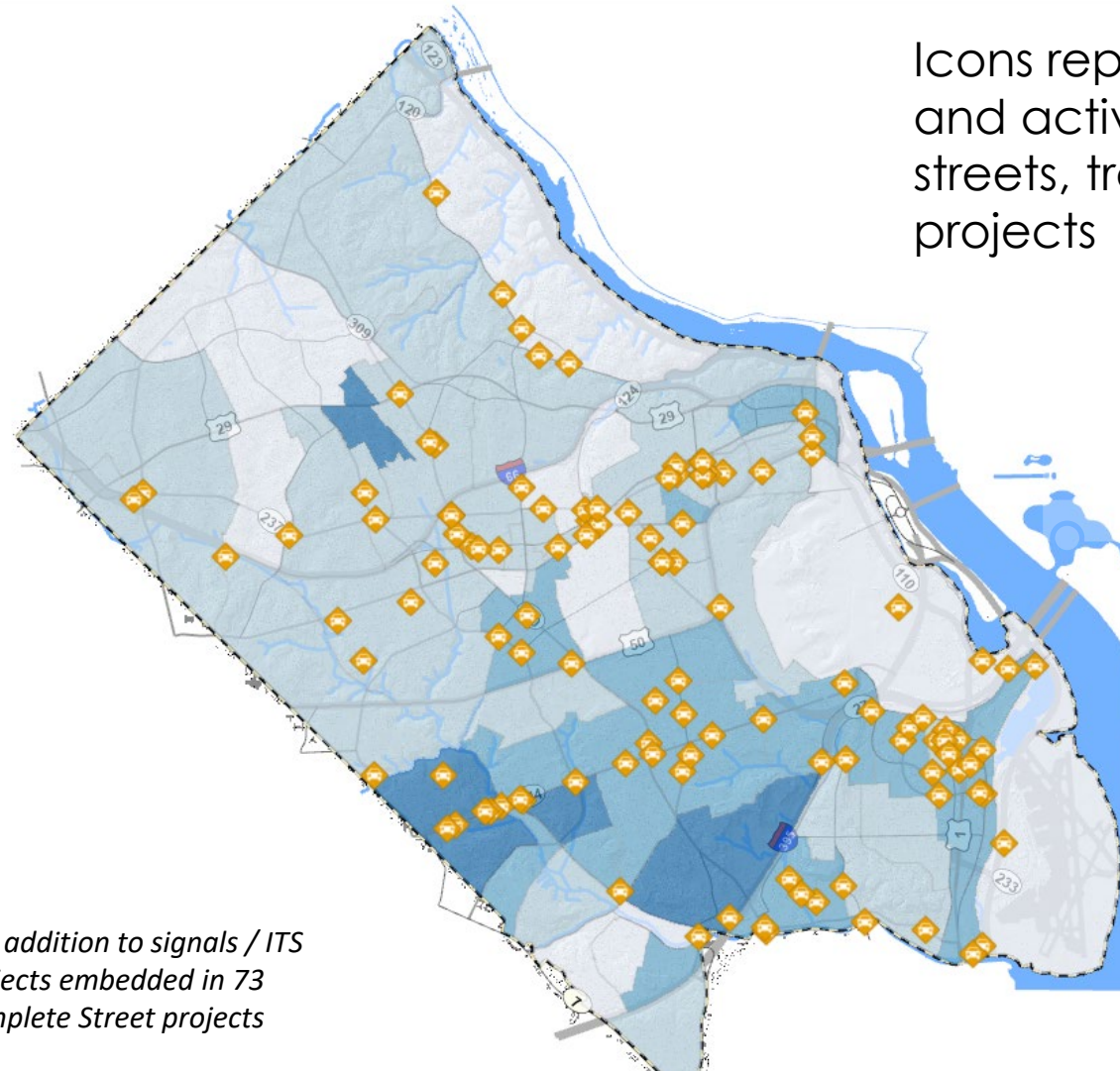
Multimodal program implements goals of the Master Transportation Plan (MTP)

Program Investments by the Numbers

73
Complete Streets


11
Transit


6
Signals/ITS*




Icons represent recent and active complete streets, transit, and signals projects

** In addition to signals / ITS projects embedded in 73 Complete Street projects*

Achieving Racial Equity in the CIP



Capital Bikeshare System Surges with Record Ridership

- Ridership was up 23% across the system between April 2023 and April 2024
- Arlington trips in April: 33,756; tenth month in a row of record ridership

Equity memberships increase

- ACCS Capital Bikeshare team has partnered with DHS, APAH, AFAC, APS: REEP (Arlington Education and Employment Program)
- 512 equity members in Arlington
 - 2,655 total regional equity members
- Over 4,000 trips taken by equity members in April

Proposed CIP continues funding for Capital Bikeshare

- \$17.3 million for system expansion and replacement
- \$21 million for CaBi Operations and Maintenance



Capital Bikeshare engagement event at Arlington Food Assistance Center

Recent Achievements

Projects that have started construction:

- Columbia Pike Multimodal Improvements Projects Segments C & D
- Shirlington Road Pedestrian Bridge
- Army Navy Drive Complete Streets
- RB Corridor High Priority Phase 2
- Signals projects

Projects that have been recently bid for contract:

- South Eads Street Phase 1 & 2 (awarded)
- N. Ohio Street, 12th Road N to 14th Street N

Projects going out to bid (finalizing ITB)

- East Falls Church Bus Bay Expansion



Shirlington Road Pedestrian Bridge (\$3.3M)



Army Navy Drive Complete Streets (\$15.3M)



N. Ohio St. Safety Project (\$1.3M)



S. Eads St. Complete Streets (\$2.9M)

Project Accomplishments



**12th Street South Improvement
(S. Eads St. – S. Clark St.) (\$4.2M)**



**Arlington Ridge Rd. & S. Lynn St.
(\$1.2M)**



**Boundary Channel Drive Interchange
Improvements (\$17.6M)**

Summer 2023

Fall 2023

Winter 2023-24

Spring/ Summer 2024

**West Glebe Road Bridge
Reconstruction (\$10.7M)**

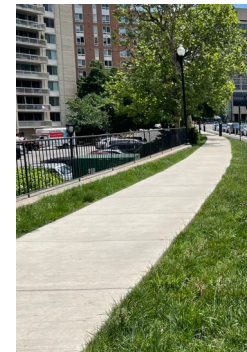
**Washington Boulevard and 13th
Street North Improvements (\$4.0M)**

18th St. S (S. Eads St.-S. Fern St.) (\$3.8M)



Transportation and Sustainability

- Arlington has invested in complete streets projects, transit service, and Capital Bikeshare to provide options for sustainable travel



Household Transportation Trends

Share of Daily Trips by Mode

Auto trips down overall

- Trend more pronounced in Metro corridors

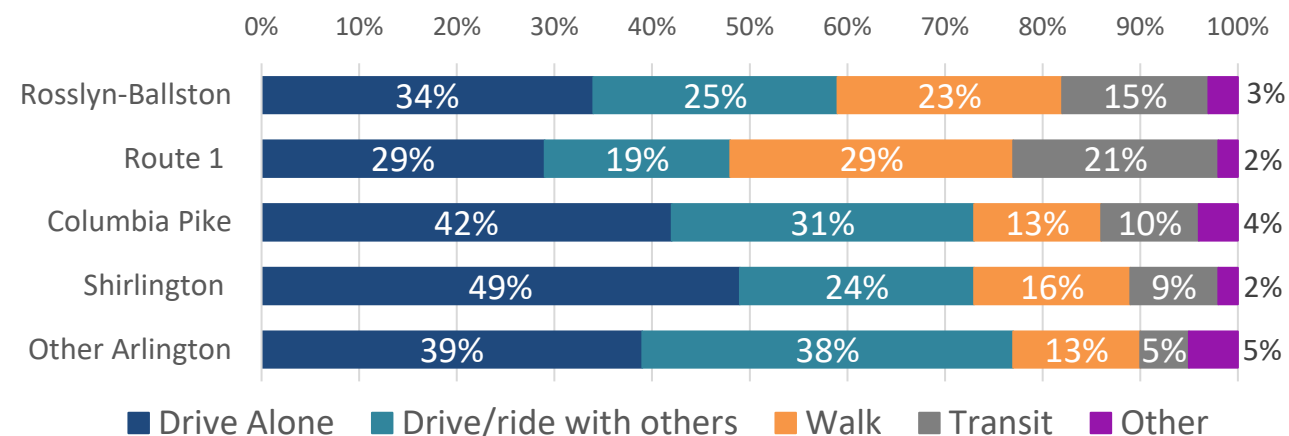
Share of walking trips increased

- Over 30 percent of trips in Metro corridors made by walking

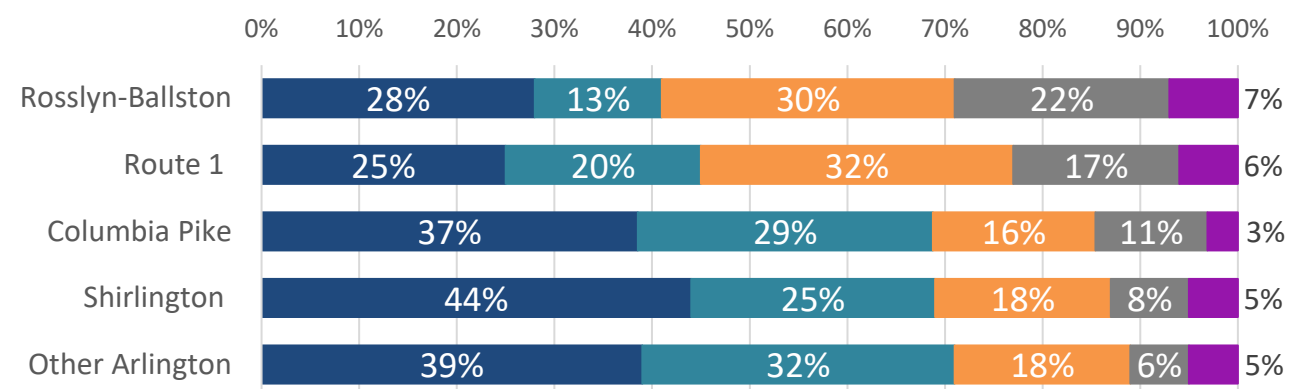
Data from MWCOG/TPB Regional Household Travel Survey

- Conducted every ten years
- Arlington pays for oversample
- Pre-pandemic travel data, how will trends stabilize?

2007/2008 Regional Travel Survey



2017/2018 Regional Travel Survey



Household Transportation Trends

Vehicles per Household

Vehicle ownership down

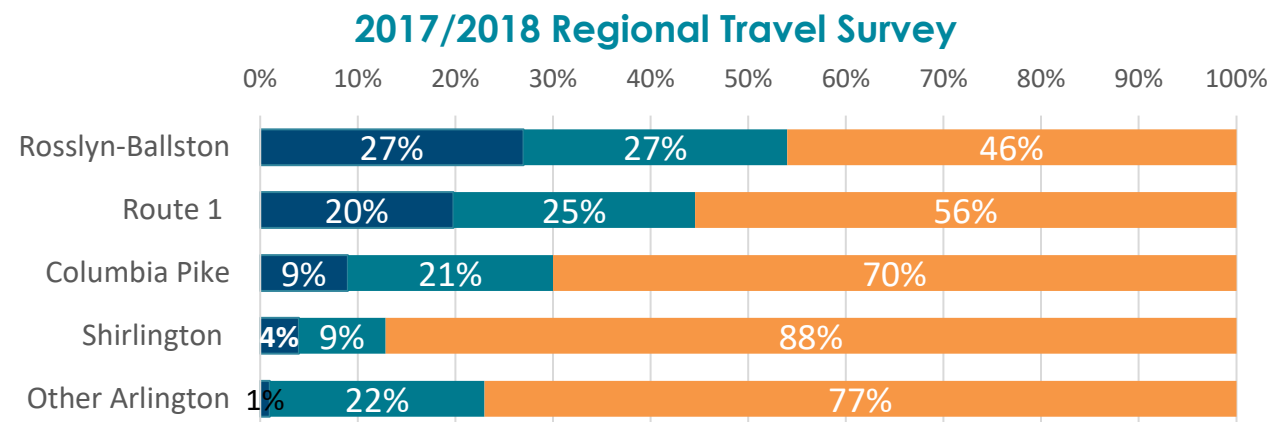
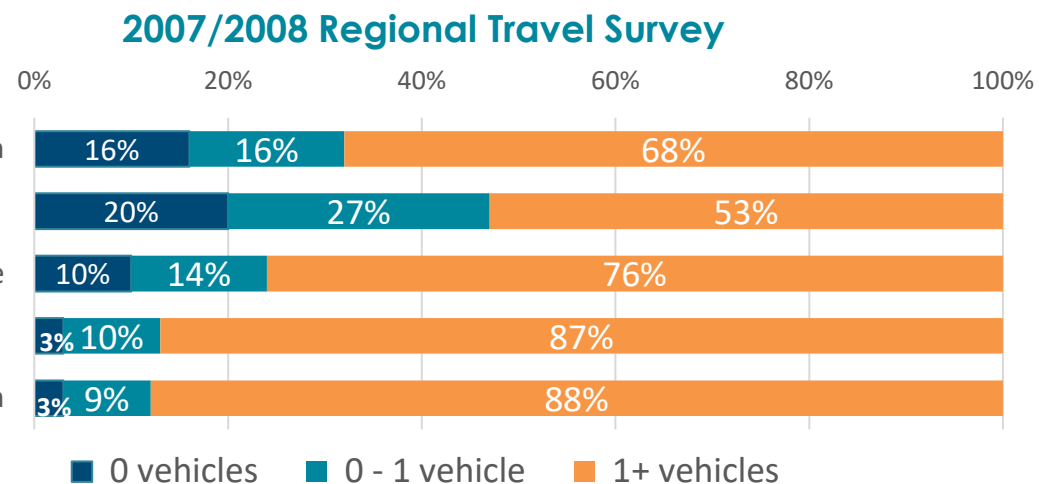
- Significant shift in Rosslyn-Ballston corridor to car-free households

Reduction in vehicles per driver

- Notable shift outside major corridors

Data from MWCOG/TPB Regional Household Travel Survey

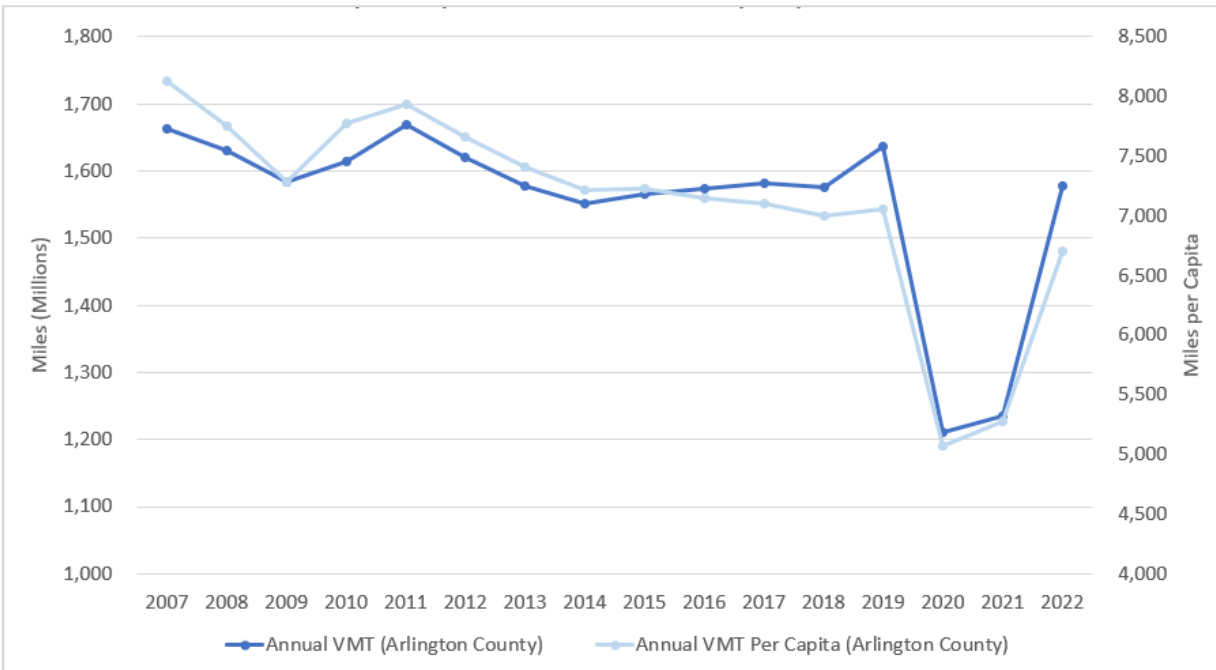
- Number of vehicles per driver, per household



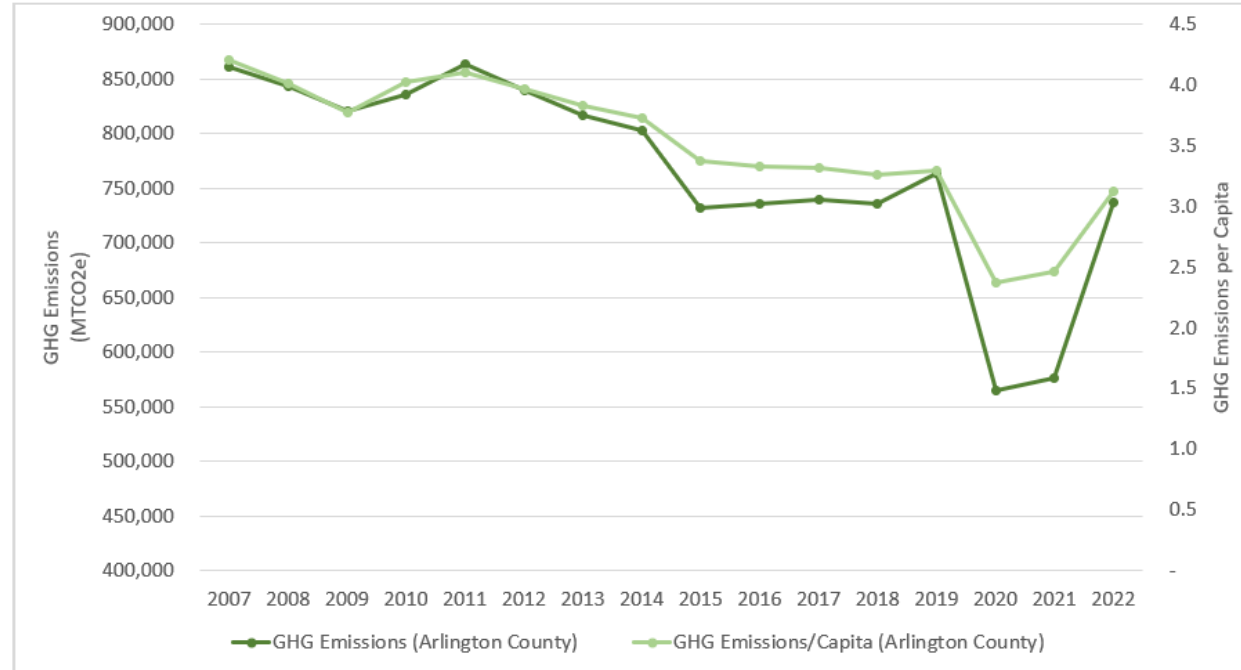
Emissions Impacts on Arlington Roadways

Annual VMT, GHG Levels Declining Even With Ongoing Growth

Vehicle Miles Traveled (VMT), 2007 – 2022

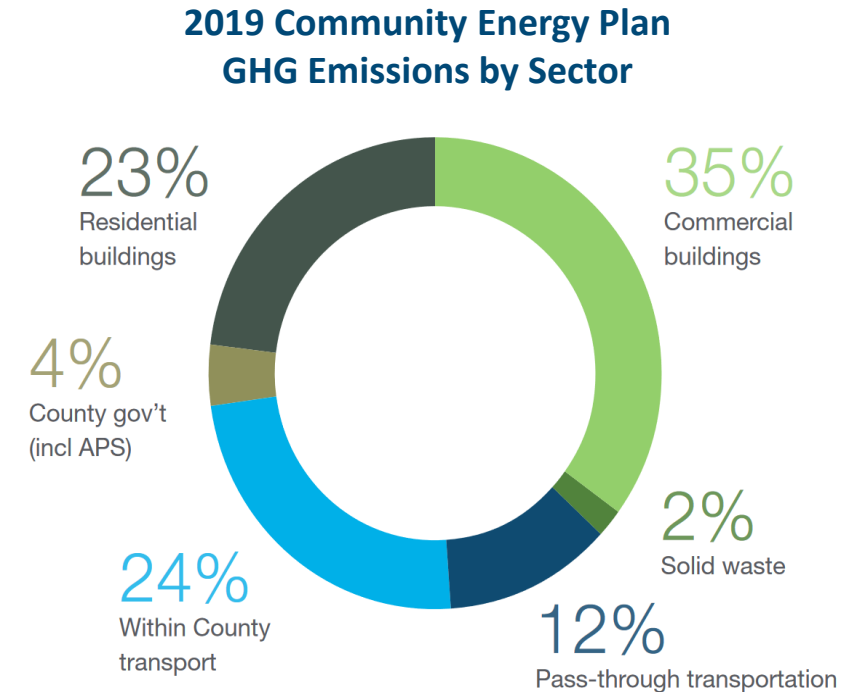


Greenhouse Gas (GHG) Emissions from On-Road Transportation, 2007 – 2022

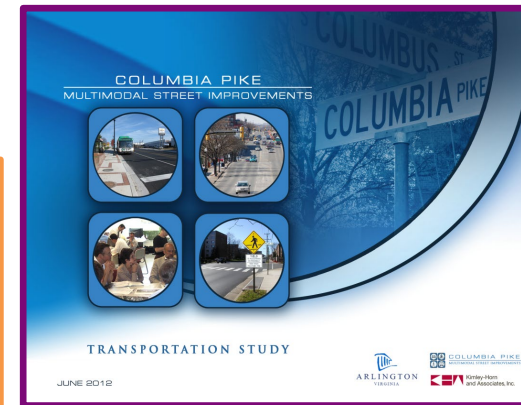
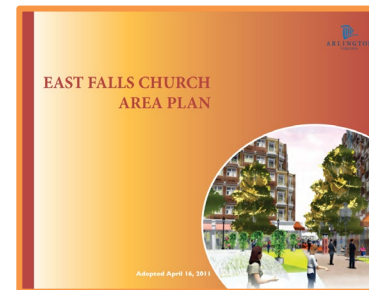
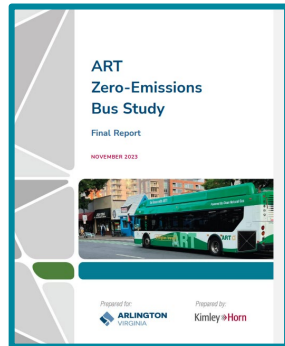
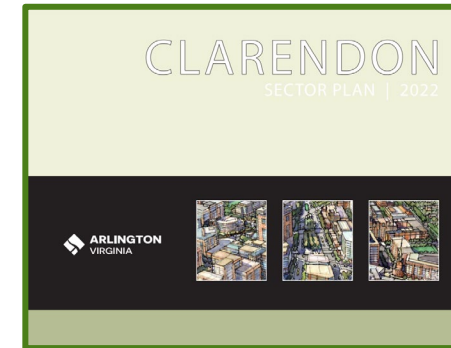
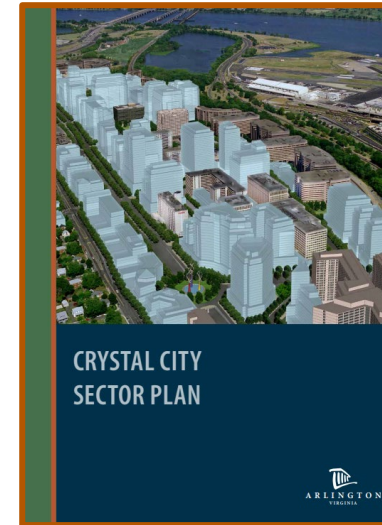
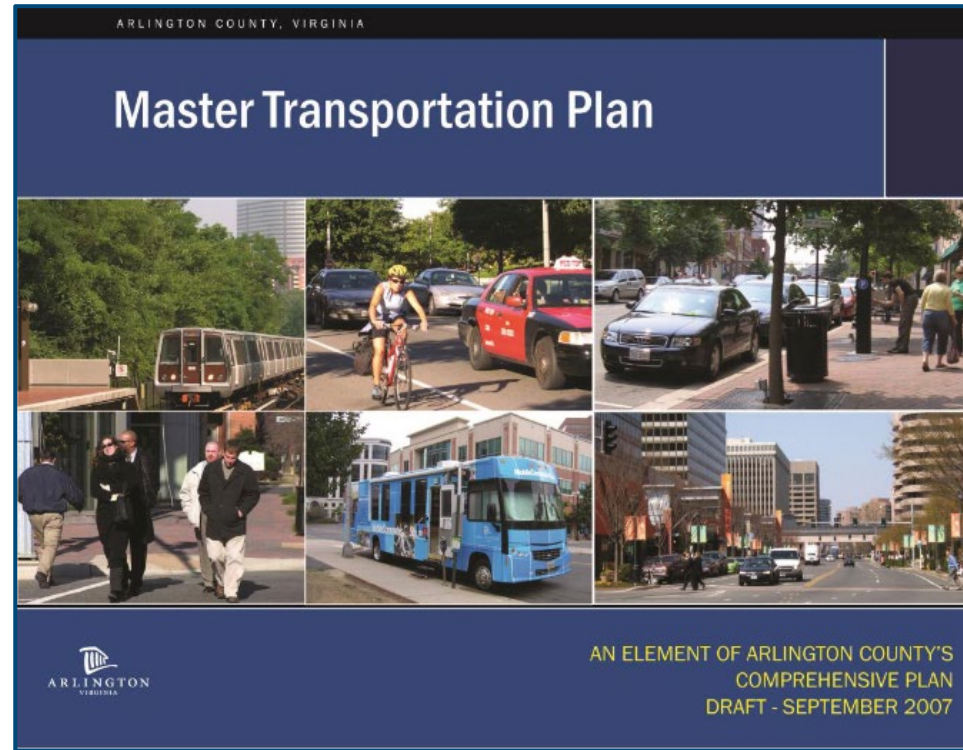
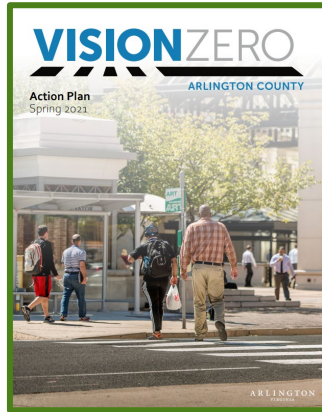


GHG Impacts from Transportation Sources

- 36 percent of GHG emissions in Arlington are generated by on-road transportation – travel within the County and through the County
 - The GHG emissions from these trips can be minimized by conversion to electric vehicles, and mode shift to non-auto travel
- Historic trends in VMT and GHG allow us to infer the impact of multimodal transportation on sustainability into the future
- The CIP delivers infrastructure and services to support further shifting travel trends to transit and active modes of transportation



Plans and Strategic Initiatives Guiding CIP



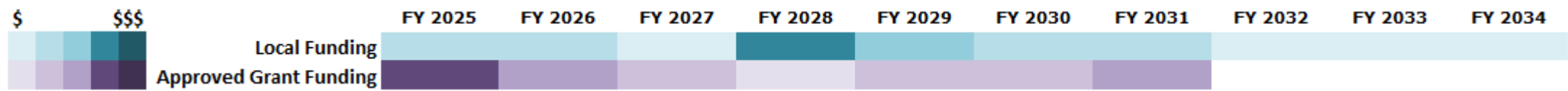
FY 2025-2034 CIP Project Slides

Review of capital project highlights and state of good repair initiatives for the ten-year program:

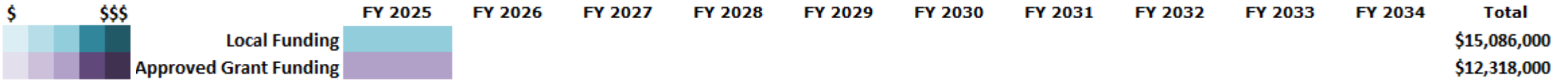
- Transit capital program
- Complete Streets capital program
- Capital maintenance program

Annual spend intensity

- Communicate magnitude of funding spent each fiscal year
- Range from \$100,000 to \$30 million per fiscal year



ART Operations and Maintenance Facility



ART Operations and Maintenance Facility



Proposed CIP: \$27.4M (Fall 2024, Fall 2025 for BEB infrastructure)

Total Project Cost: \$95.2M

Funding: State, TCF

Community benefits:

- Addresses need for an O&M facility for ART
- Includes charging for 12 Battery Electric Buses (BEBs), one fast charger, and solar panels on roof of facility and parking garage

NEW ART Fleet Transition to ZEB (Zero Emission Bus)



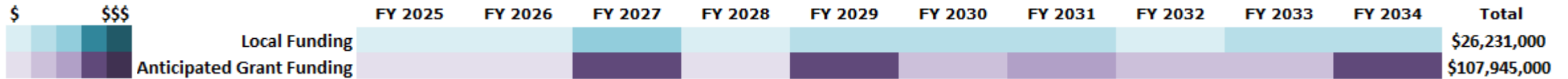
Proposed CIP: \$134.2M

Funding: Federal, State, Regional, TCF, TIF

Community benefits:

- Expands fleet and infrastructure to support BEBs
- Program includes incremental cost of BEBs (vs. RNG buses), pavement reinforcement, charging infrastructure at ART O&M Facility and ART Light Maintenance Facility, and land purchase in FY 2027 and build-out

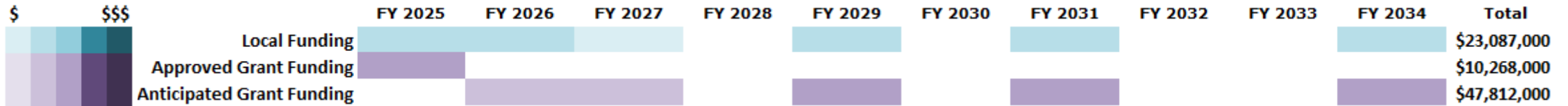
ART Fleet Transition to Zero Emission Buses



<i>Note: Costs shown are uninflated</i>	Assumption
Cost of Buses	\$1.2m
Ratio to RNG due to range limitations	1.3 : 1.0
Fleet size at end of CIP period	113 (includes 20 additional buses due to ratio)
Land purchase	\$25m in FY27 (54,000 square feet)
Construction (including A&E)	\$25.5m
Mid-life battery replacement	\$265K per bus after 7 years

- Assumptions will be refined following the pilot of BEBs on ART routes
- Costs may change significantly owing to multiple variables
- Assume conversion to RNG in FY 2025

ART Bus Replacement and Expansion



ART Fleet & Equipment Replacement



Proposed CIP: \$67.7 million

Funding: State, TCF

Community Benefits:

- Replaces aging buses in ART fleet (78 buses) when they reach end of useful life (12 years)
- Ensures reliability and accessibility of ART service

ART Fleet Expansion



Proposed CIP: \$13.5 million

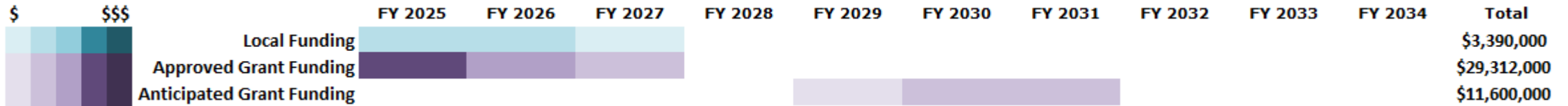
Funding: State, Regional, TCF

Community Benefits:

- Purchase of 4 BEBs in FY 2025
- Purchases of additional buses in FY 2029 (7 buses) and FY 2031 (4 buses) to support 10-year service plan for ART as per Transit Strategic Plan

• Purchase cost reflects RNG buses; incremental cost of BEBs captured in ART Fleet Transition to ZEB program

Bus Operations Improvements



East Falls Church Station Bus Bays



Proposed CIP: \$8.6M (Spring 2026)

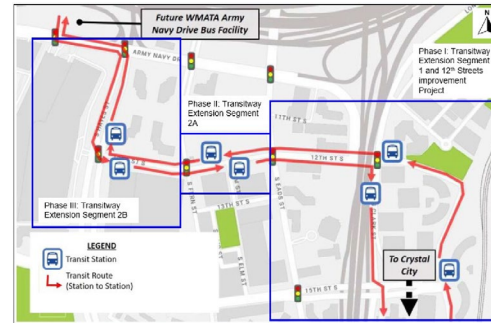
Total Project Cost: \$12.7M

Funding: State, Regional, WMATA, TCF

Community Benefits:

- Enhances multimodal hub, relieves operational congestion, and meets accessibility needs

Transitway Extension to Pentagon City



Proposed CIP: \$23.8M (Spring 2026 for Segment IIA)

Total Project Cost: \$27.7M

Funding: State, Regional, Developer, TCF, TIF

Community benefits:

- Dedicated transit lanes, five new transit stations, traffic signal modification, and sidewalk / curb improvements

Shirlington Transit Station Expansion



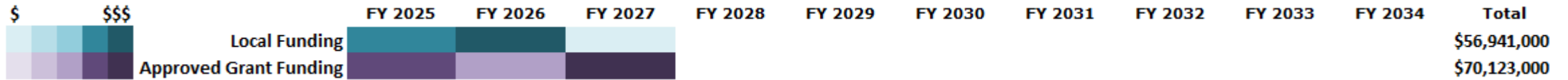
Proposed CIP: \$11.9M (FY 2030)

Funding: Regional, TCF

Community Benefits:

- Add bus bays to Shirlington Station to meet future demand
- Connect with future service changes by City of Alexandria

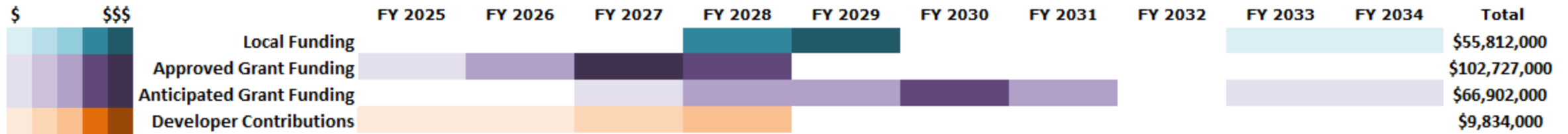
Crystal City Metrorail Station East Entrance



- **Proposed CIP:** \$127.1M
- **Total Project Cost:** \$146.1M
- **Funding:** Federal, State, TCF, TIF
- **Community Benefits:**
 - New second entrance at east end of metro station to improve safety, accessibility, and connectivity to VRE station
 - Joint venture between JBG Smith, Clark Construction, and county
 - First county project awarded using the PPEA process (Virginia Public-Private Education Facilities and Infrastructure Act of 2002)
 - Design underway; construction to start fall 2024
- **Expected Completion:** Spring 2027



Other Metrorail Station Expansion Projects



Transportation



Project Name	Proposed CIP / Expected Completion	Funding	Project Description
Ballston-MU Metrorail Station West Entrance	\$177.0M (\$181.0M total cost) Summer 2029	State, Regional, Developer, TCF	Construction of full second (west) entrance to metro station, improving safety and accessibility, as well as pedestrian connection from points west. RFQ was published in May. RFP to be issued this fall; consideration of bids in 2025.
Court House Metrorail Station New Elevators	\$57.5M Spring 2031	Federal, State, Regional, Developer	Construct two high-speed elevators to provide enhanced accessibility
East Falls Church Metrorail Station Second Entrance	\$0.8M post-CIP	State, TCF	Planning/scoping funding for full second (west) entrance to metro station

Bus Stop Accessibility Improvements

- Retrofits existing bus stops to be ADA-compliant
- 990 bus stops: 63% are not compliant with current regulations, approximately 10% are not accessible
- All non-accessible stops are “Level 3” stops and will need the county to secure easements
- New federal guidance on accessibility (PROWAG) will also apply to bus stop improvements

“Level 1” Stops: 205



Compliance = relocation of newspaper boxes

“Level 2” Stops: 304



Compliance = regrade sidewalk and install pad to curb

“Level 3” Stops: 116

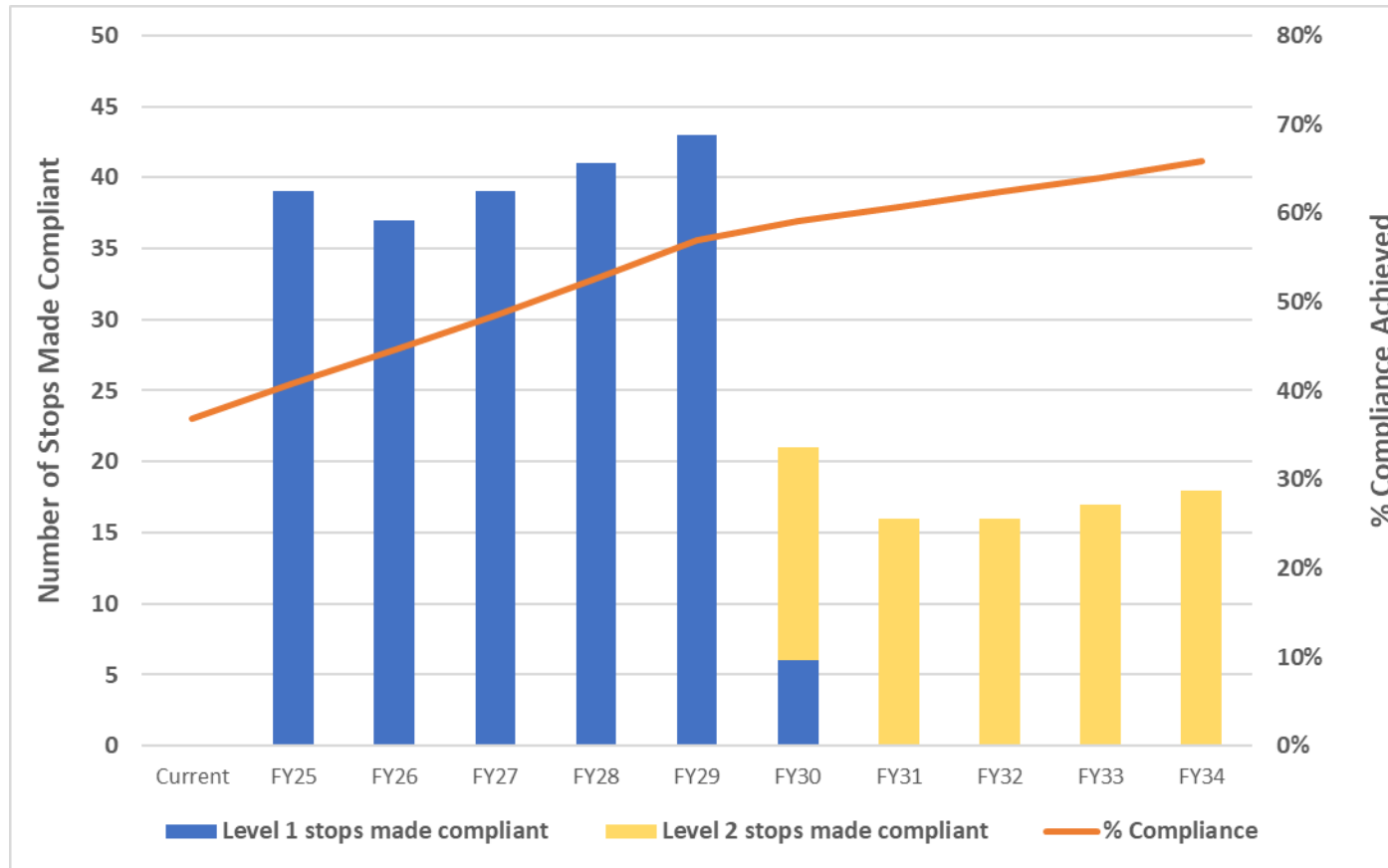
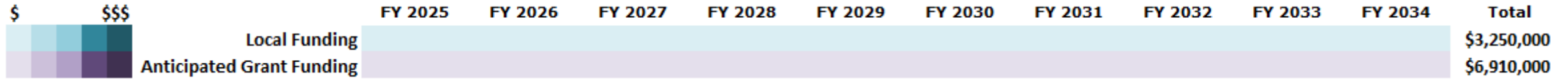


Compliance = widen sidewalk/pad, curb ramps, crossings, regrading

Bottom line for Level 3: redesign and rebuild roadway/sidewalk

Bus Stop ADA: Implementation Strategy

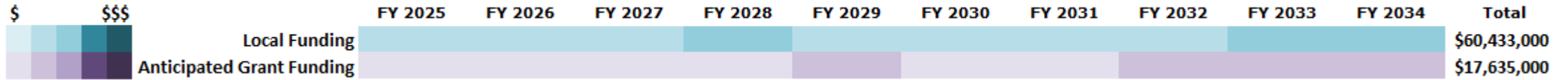
Close to 70% compliance achieved over CIP period



- \$10.2m funding in CIP *
- Propose advancing Level 1 stops immediately to bring into compliance while concurrently advancing design work on Level 2 and Level 3 to ready for construction
- 100% of Level 1 stops projected to be in compliance by FY 2030

* Over and above \$6m funding for Bus Stop and Shelter Program which replaces 5-10 bus shelters a year

BikeArlington/WalkArlington Programs



Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
Arlington Memorial Trail	\$21.2 million FY 2034	Design and construct new multi-use trail to connect Memorial Avenue to Columbia Pike at Joyce Street
Arlington Boulevard Trail, multiple phases	\$22.4 million FY 2028-2037	Segments at Fairfax Drive, Glebe Road to George Mason Drive, and west to Granada Street
Capital Bikeshare	\$17.3 million	Purchase of new and replacement bikes, e-bikes, stations
Countywide Pedestrian Spot Improvements	\$8.0 million ongoing	Enhance safety and accessibility at locations within existing street system, in partnership with Vision Zero Program
Lorcom Lane Sidewalk	\$1.2 million FY 2026	Build out existing interim pedestrian path between North Oakland Street and North Quebec Street
North Park Dr. and George Mason Dr. NEW	\$1.3 million FY 2025	Install traffic signal and expand curbs at the intersection
Studies – various locations	\$1.2 million ongoing	Custis Trail Renovation and Expansion (FY 2025), W&OD / Four Mile Run Connection to Carlin Springs Road (FY 2029)

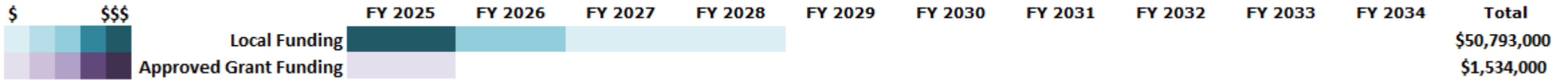


Arlington Blvd. Trail Study



Capital Bikeshare

Columbia Pike Improvements



Columbia Pike Multimodal Improvements



Proposed CIP: \$44.5M (FY 2028)

Total Project Cost: \$162.0M

Funding: TCF, Regional

Community benefits:

- Improved transportation accessibility for pedestrians, cyclists, transit users, motorists
- Includes funding for Bike Boulevards

Columbia Pike Transit Stations



Proposed CIP: \$8M (FY 2026)

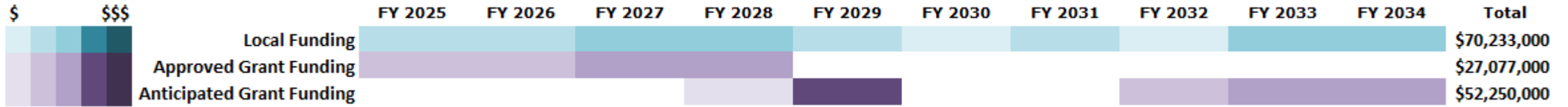
Total Project Cost: \$14.6M

Funding: Federal, State, TCF, GO Bonds

Community benefits:

- Real-time information, near-level boarding, expanded seating, and improved lighting

Crystal City / Pentagon City Streets



Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
15 th Street South & South Clark/Bell Street	\$12.6 million FY 2027	Construct multi-use trail between 12 th and 18 th Streets South, improve pedestrian and bicycle facilities on 15 th Street South
Army Navy Drive Complete Street *	\$9.1 million FY 2026	Rebuilds Army Navy Drive with dedicated two-way bicycle facility; enhanced transit, pedestrian facilities; street trees
Army Navy Drive Protected Bike Lane	\$3.8 million FY 2026	Install two-way bicycle facility on Army Navy Drive between South Joyce Street and Memorial Drive
CC2DCA Multimodal Connection	\$54.9 million FY 2029	Construct a multimodal connection from the Crystal City VRE Station to DCA, including connection at Mount Vernon Trail
Long Bridge Drive Connection	\$7.9 million FY 2029	Construct trail along Long Bridge Drive, connecting future Long Bridge Bike/Ped bridge to Clark/Bell multi-use trail
South Eads Street Improvements, Phases	\$19.1 million FY 2034	Construct streetscape and bicycle enhancements on South Eads Street between Army Navy Drive and 23 rd Street South

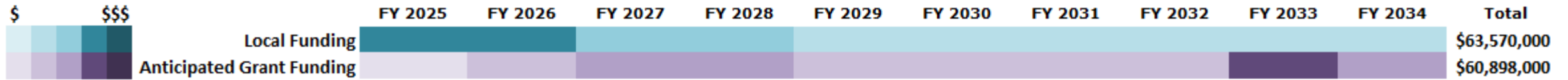


CC2DCA Multimodal Connection



Army Navy Drive Complete Streets

Improvements Outside Major Corridors (1)



Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
Arlington Blvd/ Washington Blvd	\$10.1 million FY 2029	Improve safety for all modes at one of highest crash locations in County; SS4A, Smart Scale applications
Arlington View Connector Trail *	\$10.4 million FY 2028	New multi-use trail connecting Arlington View to Army Navy Drive (previously called the Army Navy Country Club Trail)
Four Mile Run Valley Corridor Improvements	\$8.8 million FY 2028	Build out improvements in phases on FMR Drive, from Shirlington Road to Barcroft Community Center
Military Road at Nelly Custis Drive	\$4.2 million FY 2026	Install roundabout at intersection to improve safety; underground utilities at intersection
North Sycamore Street Improvements	\$4 million FY 2028	Enhance sidewalks, crossings, bicycle facilities, and streetscape from Langston Boulevard to 19 th Street
Pershing Drive Improvements	\$2.8 million FY 2027	Install permanent protected bicycle facilities from Washington Boulevard to North Barton Street



Pershing Dr. & N. Cleveland St.



**S. Four Mile Run Dr.
Complete Streets**

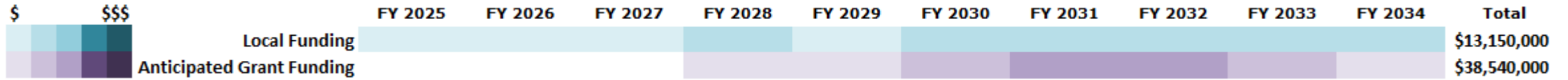
Improvements Outside Major Corridors (2)

Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
South Carlin Springs Road NEW	\$2 million FY 2026	Immediate sidewalk improvements in coordination with signal upgrade at 5 th Street South; reviewing options to expand sidewalks north/south
South George Mason Drive Improvements (1) NEW	\$13.5 million FY 2028	Construct separated trail facility from Arlington Boulevard to Columbia Pike, signal at 6 th Street, in partnership with National Foreign Affairs Training Center
South George Mason Drive at Four Mile Run NEW	\$15.5 million FY 2031	Scope, design, and construct intersection safety improvements. Received Regional Roadway Safety Program award for scoping
South George Mason Drive (2, 3) NEW	\$9.9 million + FY 2034, FY 2037	Continue separated trail facility between Columbia Pike and County line. Anticipated ATIIIP grant, state funding
Walter Reed Drive – 6 th Street to Columbia Pike	\$8.4 million FY 2028	Improve bicycle facilities, bus stops, and add traffic signal at 9 th Street following Career Center project
Studies – various locations	\$3.4 million ongoing	Four Mile Run Trail Crossing at Shirlington Road (FY 2025); Carlin Springs Road Corridor Study (FY 2027); Shirlington Road Multimodal Study (FY 2029); Glebe Road Corridor Multimodal Study (FY 2029); Wilson Boulevard Multimodal Study (FY 2030); North George Mason Drive Study (FY 2030)

Langston Multimodal Improvements



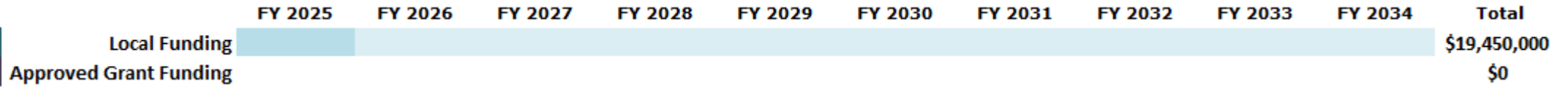
Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
Langston Boulevard Multimodal Improvements	\$50.3 million ongoing	Local and grant funding across the ten-year CIP to advance recommendations identified in Plan Langston Boulevard
Langston Boulevard Multimodal Study, Areas 2 & 3 NEW	\$600,000 FY 2026	Advance feasibility analysis for intersections and segments between North Harrison Street and Lorcom Lane in support of near-term private development
Langston Boulevard East End Corridor Improvements, Area 5 NEW	\$800,000 FY 2028	Perform feasibility and transportation analyses on recommended cross sections from Spout Run Parkway to the Key Bridge



Neighborhood Complete Streets



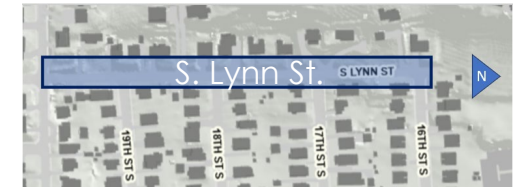
Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
8 th Road South	\$348,000 FY 2025	Realign intersections at South Dinwiddie and South Frederick to improve safety of pedestrian crossings and make ADA accessible
14 th Street North	\$427,000 FY 2025	Construct sidewalk between North Ohio and North McKinley Streets
South Irving Street, two phases	\$783,000 FY 2025	Install sidewalk between 6 th and 7 th Street and make sidewalks between 2 nd and 6 th Streets ADA accessible
Shared Street Pilot Projects NEW	\$100,000 FY 2025	Install signage and markings to designate three shared streets: South Lynn Street (16 th to 20 th), North Wakefield Street (Carlin Springs to Wilson), and 12 th Street South (Glebe to Walter Reed); monitor travel patterns
Projects under consideration	\$2.4 million FY 2026	Construct sidewalk on North Oakland Street (6 th to Pershing) and 8 th Road North (Kensington to Jefferson)

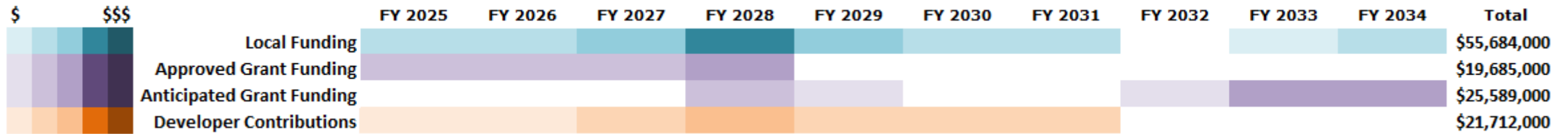


14th Street North



Shared Streets Pilot Projects

Rosslyn-Ballston Arterial Improvements



Transportation



Project Name	Proposed CIP & Expected Completion	Project Description
Fairfax Drive at Kirkwood Drive Intersection	\$5.7 million FY 2029	Improve intersection geometry, improve pedestrian refuges, add bicycle lanes, upgrade traffic signals
Fort Myer Drive Tunnel Removal	\$42.4 million FY 2031	Remove grade-separation, convert to two-way operations, with wider streetscape and cycle track
North Meade Street Improvements	\$10.9 million FY 2029	Reconstruct and realign North Meade Street at Arlington Boulevard to improve safety for all modes
Rosslyn Multimodal Street Improvements	\$22.4 million FY 2026-2030	Various streetscape, sidewalk, bicycle improvements to support implementation of Fort Myer Drive project
Wilson Boulevard from 10 th to Kenmore Streets	\$9.2 million FY 2028	Install wider sidewalks, upgrade traffic signals and streetlights, stormwater upgrades, and new street trees
Study: Fairfax Drive / 10 th Street Corridor	\$526,000 FY 2027	Establish a multimodal vision for the County-owned section of VA Route 237

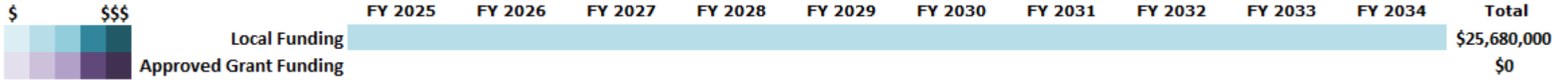


Wilson Blvd.



Core of Rosslyn

Street Safety Improvements – Vision Zero



System Studies / Improvements

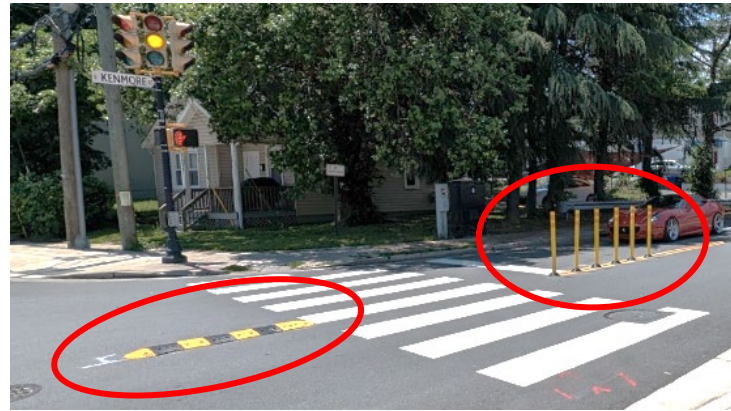


Proposed CIP: \$15.1 million

Community benefits:

- Systemwide and non-arterial safety improvements and modifications
- May test temporary treatments; School Slow Zones
- Quick build projects, additional PAYG

Arterial Studies / Improvements



Proposed CIP: \$4.7 million

Community benefits:

- Supports safety initiatives at intersections and along arterials identified through crash analysis
- Quick build projects

Capital Program Funding



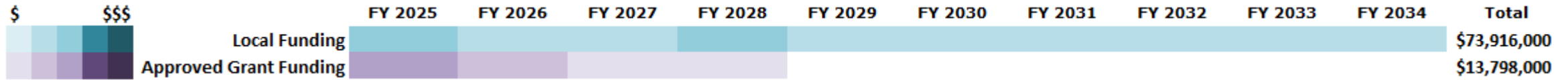
Wilson Blvd. & N. Rhodes St.

Proposed CIP: \$5.7 million

Community benefits:

- Funding to seed future capital projects identified by data-driven safety studies

Additional Projects / Programs

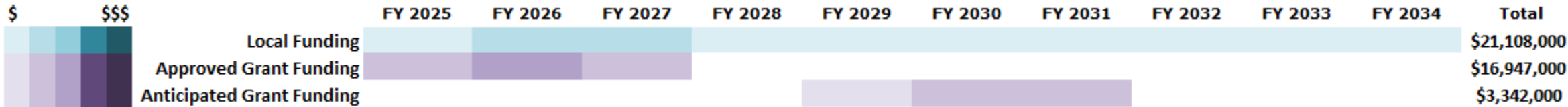


Transportation



Project Name	Proposed CIP	Funding	Project Description
Traffic Signals	\$36.2M	State, Developer, TCF, PAYG, GO Bonds	<ul style="list-style-type: none"> 302 signalized intersections; 25 to 35-year useful life but repairs can extend life About 8 signal rebuilds undertaken each year under the Signals program Additional rebuilds done as part of Complete Streets or third-party projects
Intelligent Transportation Systems	\$19.9M	Regional, TCF	<ul style="list-style-type: none"> Leverages technology to improve efficiency of transportation operations Technology at signals, as well as standalone installations (beacons, sensors)
Streetlights	\$19.0M	PAYG, GO Bonds, TCF	<ul style="list-style-type: none"> About 7,800 county-owned and 11,000 owned by Dominion Energy (DE) Replacements done when problems are identified with infrastructure Conversion to LED technology underway for DE-owned; older generation LEDs being upgraded for further energy savings and to reduce glare
Parking Meters Parking Technology	\$12.4M	State, Developer, PAYG, GO Bonds	<ul style="list-style-type: none"> 1,408 parking meters, including 729 multi-space and 679 single-space meters 10-year useful life, component replacement used as cost-saving alternative

Bridge Programs



Bridge Maintenance



Proposed CIP: \$11.2M

Funding: GO Bonds, PAYG

Community Benefits:

- 36 county-maintained bridges inspected biennially
- Average age of 48 years vs. life expectancy of 75 years with proper maintenance
- Bridge elements rated on a scale of 0 to 9; County's goal is between 6 and 7 ("Satisfactory" to "Good")
- Average rating currently 6.4; following replacement of Arlington Ridge Road bridge, all bridges will be above 6

Bridge Renovation



Proposed CIP: \$30.2M

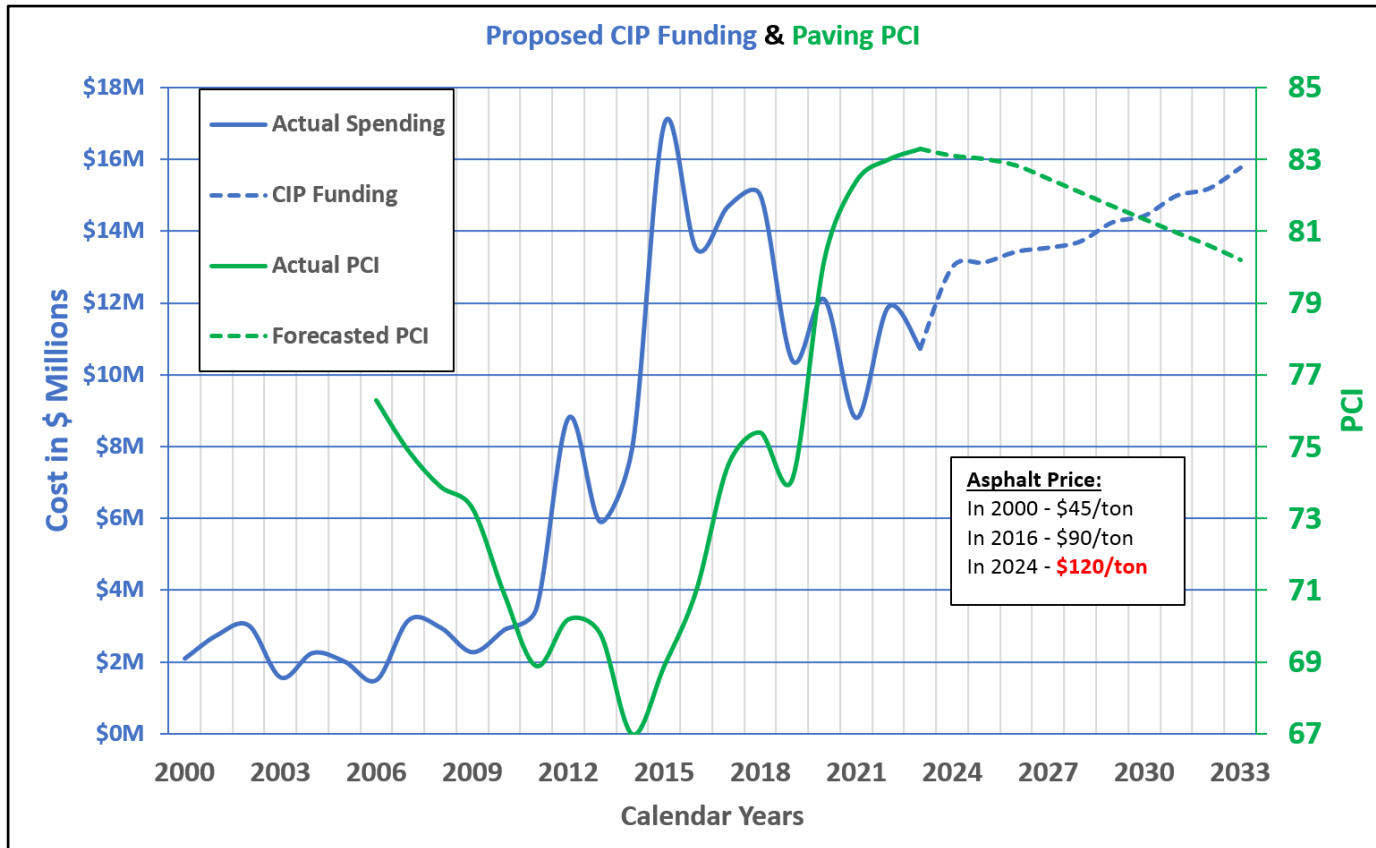
Funding: Federal, State, City of Alexandria, TCF, GO Bonds, PAYG

Community Benefits:

- Rehabilitates, upgrades, or replaces bridges
- Shirlington Road bridge recently upgraded with widened sidewalks; construction underway for separate pedestrian bridge
- Arlington Ridge Road bridge construction to start in FY 2025; City of Alexandria paying 50% of cost not covered by grant funding

Paving: Funding and Pavement Condition

Pavement Condition Index (PCI)

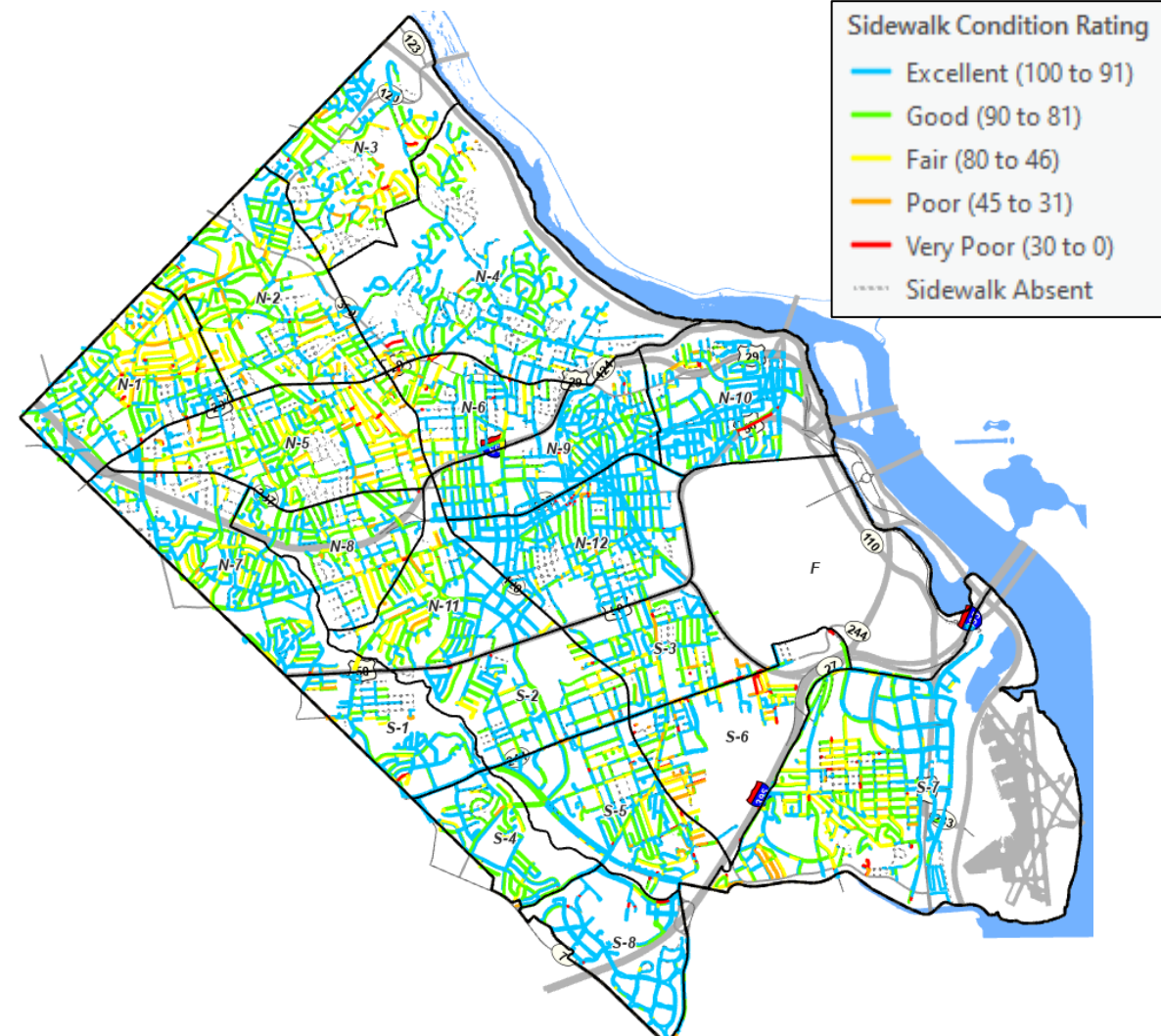
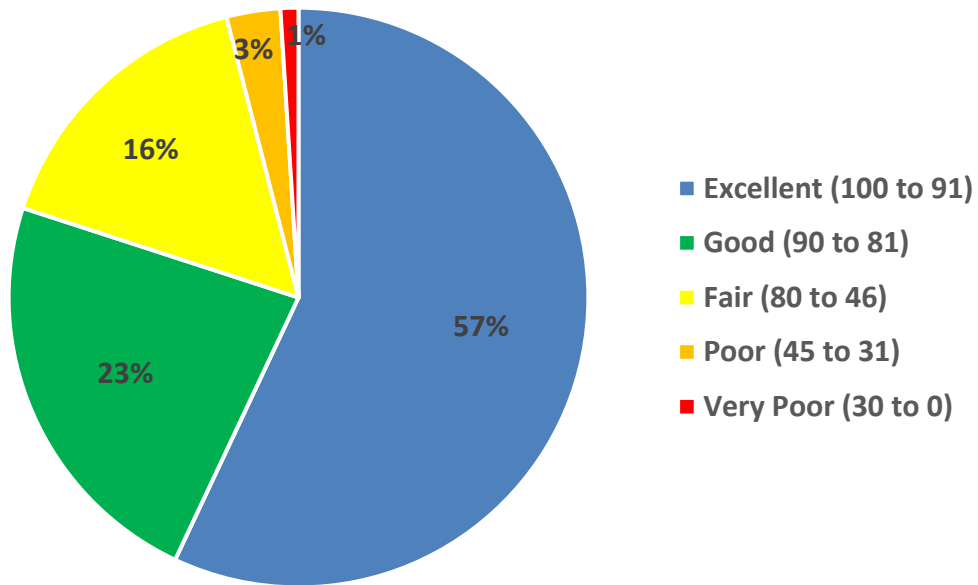


- Proposed CIP funding \$143.9m, combination of GO Bonds and PAYG
- 1,058 lane-miles of County-maintained streets
- PCI measured annually
 - County's goal is between 75 and 80
 - 2023 PCI 83.3; however, Public Right-of-Way Accessibility Guidelines (PROWAG) and markings create funding pressures
- Majority of bike lanes are in pavement and evaluated as part of PCI

Sidewalks Program

- Proposed CIP funding: \$11.9m (GO Bonds, PAYG)
- 443 miles of County-maintained sidewalks
- FY 2024 1st year of concrete zone maintenance
- 2024 Condition Assessment
 - 20% of sidewalks are rated fair or poor or very poor
 - Goal is to achieve a rating of good or higher

Sidewalk Mileage By Condition



Key Assumptions and Risks

- ART Fleet Transition to BEB hinges on ambitious success with state and federal grants
- Future cost of ART service operations outstanding
- Ballston West Entrance entering RFQ / RFP process
- Core of Rosslyn developer contributions rely on timing of redevelopment
- CC2DCA reliant on current funding application to NVTA
- Recommendations from MTP Update and future studies unfunded in this CIP
- Public Right-of-Way Accessibility Guidelines (PROWAG) Federal guidance impacts all transportation programs – costs not factored into this CIP

Summary and Conclusion

- CIP advances goals of current adopted policy
 - Incorporates Vision Zero Action Plan, Community Energy Plan, biophilic goals, equity
 - Policy guidance from the update to the MTP can be considered in the development of the FY 2029 – FY 2038 CIP
- Project implementation challenges/risks
 - Inflation, cost of materials and labor in contracts, impact of evolving federal guidance
 - Easement negotiations will impact project timelines
- Long-term considerations
 - How does the County anticipate evolving technology?
 - Look to upcoming MTP update for guidance
 - What is the future of telework and impact on travel trends?
 - MWCOG/TPB conducts next Regional Travel Survey in 2027/2028
 - How do we harness data to ensure that resources are directed to locations most in need of redesign?

Proposed Capital Improvement Plan (CIP)

FY 2025 – FY 2034

Submission of a 10-Year
Plan for Transportation

