

Our Mission: To provide critical transportation infrastructure to enhance the community's long-term economic and environmental sustainability.

Transportation Capital Fund

- Allows the County to make major ongoing investments in multimodal transportation infrastructure that supports the function, competitive position, and ongoing development of Arlington's commercial and mixed-use districts such as the Rosslyn-Ballston Corridor, Crystal City, Pentagon City, Columbia Pike, Lee Highway, and Shirlington. These commercial mixed-use districts make up almost half of the County's tax base, and include most of the County's office, hotel, retail, and multi-family housing stock.
- Provides a stream of capital funding for transportation projects that is over and above what would be available from County general obligation bond and Pay-As-You-Go sources.
- Provides the opportunity to leverage outside sources of funding from federal, state, and regional transportation programs as well as private sector partners.
- The 2013 Virginia General Assembly enacted legislation (House Bill 2313), which raised new transportation revenues for Northern Virginia through a series of state imposed regional taxes and fees¹. Of these revenues, 70 percent ("Regional Funds") are retained by the Northern Virginia Transportation Authority (NVTA) to fund regional transportation projects. The remaining 30 percent ("Local Share") are 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 2021 adopted budget for the Transportation Capital Fund (TCF) is \$34,436,800, based on projected current year revenues. The complete spend down plan reflects utilization of current year revenues and fund balance as capital projects are rarely completed in a single year and require carryover of funds to be fully executed. The complete FY 2021 implementation plan compared to the revised FY 2020 plan is shown in the fund statement. The FY 2021 budget reflects:

- ↑ Revenues increased based on commercial real estate assessment projections (\$146,644).
- ↓ Revenues decreased based on Northern Virginia Transportation Authority (NVTA) revenue projections (\$68,362).

¹ The 2018 Virginia General Assembly enacted legislation that redirected a portion of these revenues to WMATA (Senate Bill 856).

PROGRAM FINANCIAL SUMMARY

	FY 2019 Actual	FY 2020 Adopted	FY 2021 Adopted	% Change '20 to '21
Capital Projects	\$52,936,447	\$34,358,518	\$34,436,800	-
Total Expenditures	52,936,447	34,358,518	34,436,800	-
Total Revenues	49,782,761	\$34,358,518	\$34,436,800	-
Change in Fund Balance	(\$3,153,686)	-	-	-
Total Authorized FTEs	29.0	29.0	29.0	-

There are a total of 36 FTEs to support the transportation capital program. 29 FTEs are funded by the Transportation Capital Fund and 7 FTEs are funded by the Crystal City Tax Increment Fund (TIF).

- This table reflects the FY 2021 spending plan of current year revenues and does not show the use of fund balance for the total projected FY 2021 expenditures. See the Fund Statement for the execution plan.

FY 2021 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:
 - Washington Boulevard Improvements (Wilson to Kirkwood): Improvements to traffic lanes and associated traffic signals and development of an adjacent property into a County DPR-maintained open space. Update sidewalks and other streetscape elements to match improvements being made at Clarendon Circle.
 - Clarendon Circle Improvements (Wilson Boulevard and Washington Boulevard): Construction began in September of FY 2020 and is expected to be completed by the end of FY 2021.
- **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 18th Street South (Fern Street to Eads Street) project will start construction in FY 2021 and will utilize significant TCF funding.
- **Boundary Channel Interchange Improvements:** The project will upgrade the Boundary Channel Drive/I-395 interchange to improve traffic operations and safety for all users. The existing interchange is inadequate for current demands and for future planned growth in Crystal City. The interchange project also includes a connection to Long Bridge Park Drive and a bicycle connection from the Humpback Bridge (Mount Vernon Trail) to Long Bridge Park. Boundary Channel Drive will be reduced from four lanes to two lanes and all existing ramp terminals along Boundary Channel Drive will be converted to roundabouts. The eastern side of the interchange will be reconfigured to better separate various movements and provide an improved connection between Long Bridge Drive and I-395 northbound. Project elements include new curb and gutter, shared-use paths, bicycle facilities, street trees and street lighting.
- **Columbia Pike Multimodal Street Improvements:** Multimodal improvements along the entire corridor will increase pedestrian safety and access with consistent and wider sidewalks, provide improved bicycle facilities mostly on adjacent bicycle boulevards, improve traffic flow through the introduction of turn lanes and a consistent cross section, and increase pedestrian safety at

intersections. Engineering drawings have been developed for four segments of Columbia Pike. Construction is underway on the west end segment between Four Mile Run and the County line and is expected to be completed in FY 2021. Design is progressing towards completion on the remaining segments and construction is anticipated to commence in FY 2021, contingent on successful negotiation of right-of-way acquisition and easements.

- 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. Construction is expected to start in FY 2020 and be completed by FY 2022.
 - Walter Reed Drive – 5th Street to Columbia Pike and 6th Street to Columbia Pike (2 phases): 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. Construction is expected to start in FY 2021 and be completed in FY 2021.
 - Pershing Drive – N. Barton Street to N. Piedmont Street: Will improve bus / transit efficiency by consolidating and enhancing bus stops to better support riders and meet ADA requirements. Construction is expected to start in FY 2020 and be completed in FY 2021.
- Transportation Systems and 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 backup power and mid-block flashing beacons. Typically, the County rebuilds around 10 signals per year with varying degrees of intersection-related improvements such as accessible curb ramps.
- 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 2021, this program will continue to work towards designing and installing new ITS strategies such as data sharing and collection, and security enhancements.
- Strategic Network Analysis and Planning: This program supports multimodal traffic data collection and analysis services used for traffic engineering and operations projects including:
 - Traffic volume/speed/classification data collection at intersections and along corridors for all modes of transportation (vehicle, heavy truck, pedestrian, bike) to inform various transportation analyses.
 - Crash data organization and record upkeep, which allows for transportation safety analyses throughout the County and subsequent implementation of safety measures on identified problem areas. This supports the Vision Zero safety initiative.
 - Travel demand model data program to collect/purchase data useful in understanding travel patterns and travel behavior. This data will be used in modeling the impacts of potential infrastructure improvement projects or policy changes on the transportation system.

The data programs listed above also support travel demand forecasting model development efforts. The modeling program includes developing and updating an Arlington County travel demand model that can be used for multimodal service analysis and strategic planning for Arlington County as a whole. This program also supports additional customized modeling at a more detailed level for subareas—including Crystal City/Pentagon City, the Rosslyn/Ballston Corridor, and the Columbia Pike Corridor. These models will allow the County to test multimodal

impacts on the County's roadways and assist in decision-making by ensuring that investments will yield significant positive impacts on the countywide transportation system.

- **Street Safety Improvements (SSI):** This is a new program that will support the Vision Zero Resolution the County Board adopted in July 2019. The resolution identified safety as a priority and called for eliminating fatal and severe injury crashes. This program supports projects at intersections and streets where safety improvements are needed for pedestrians, bicyclists, transit riders, or motorists as determined through a comprehensive investigation, including crash analysis. It will focus on safety improvements that can be deployed or implemented in a relatively short amount of time with lower capital cost. For example, tactical treatments such as tightening intersection configuration through marking and vertical delineators to address elevated crash rate at certain intersections; marking stop bars at every stop sign location county wide; installing Pedestrian Flashing Beacons at certain crosswalks; installing Speed Feedback Indicator Signs; etc. The program will also collect before and after data to establish a baseline of effectiveness, and in turn allow the development of an up-to-date Transportation Safety Toolbox. The periodic updates of Vision Zero action plan will be part of the scope as well.

Transit

- **ART Operations and Maintenance Facility:** Will provide a necessary facility to maintain and store Arlington's growing fleet of ART buses. The County has increased the number of ART routes and hours of service significantly during the past 10 years. The local bus fleet currently totals 78. The plan is for ART to continue expanding over the next 20 years requiring a fleet of over 100 buses. The site in Shirlington will be used to ground the ART fleet, with construction of an operations and administration building, an 8-bay transit bus maintenance facility, parts storage room, maintenance offices, and garage parking area. Design started in FY 2020.
- **Ballston Multimodal Improvements:** 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 bus shelters and seating, improve pedestrian circulation, and establish a kiss-n-ride area to relieve crowded conditions. The project started construction in FY 2020 and will complete in FY 2022.
- **Pentagon City Metro Station Second Elevator:** The elevator will improve access to the station from the west side of S Hayes Street, as well as creating redundancy if one elevator is out of service. The project is expected to enter construction in FY 2020 and complete construction in FY 2022.
- **Transit Intelligent Transportation System:** This program will use technology to improve transit operations, including but not limited to reliability of service, rider information, and identify and mitigate security and safety issues. It builds on and expands technologies in place as well as introduces new technologies as recommended in the Transit ITS master plan. It further provides funding for replacement of existing technology as it reaches its useful life.

**TRANSPORTATION CAPITAL FUND
FUND STATEMENT**

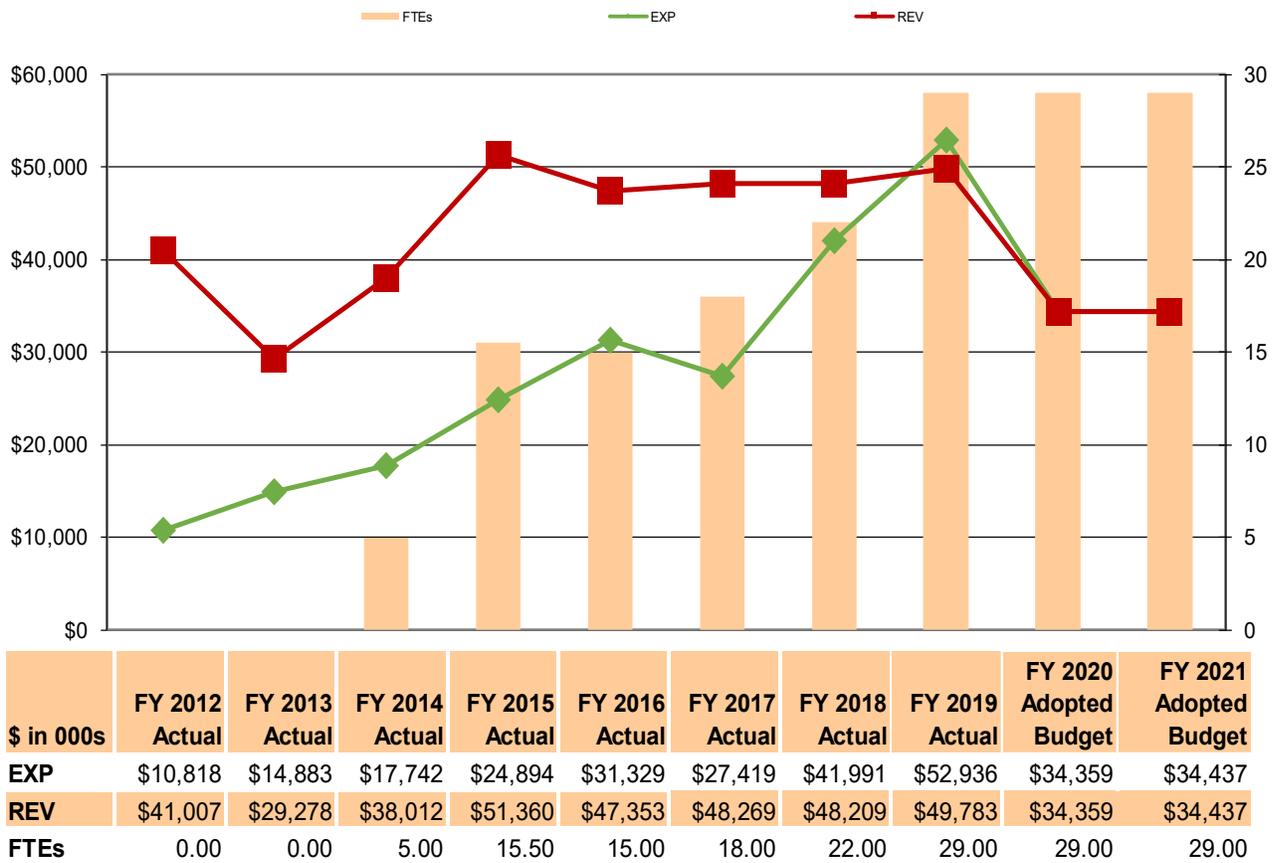
	FY 2019 ACTUAL	FY 2020 ADOPTED	FY 2020 RE-ESTIMATE	FY 2021 ADOPTED
ADJUSTED BALANCE, JULY 1				
Construction Reserve	\$170,883,749	\$157,733,721	\$168,230,063	\$142,601,751
Reserve	3,900,000	3,300,000	3,400,000	3,400,000
TOTAL BALANCE	174,783,749	161,033,721	171,630,063	\$146,001,751
REVENUES				
Commercial Real Estate Revenues	25,048,572	26,419,757	26,330,158	26,566,401
Developer Contributions	2,336,389	-	-	-
Capital Bikeshare - User Revenue	629,784	-	-	-
Miscellaneous Revenues	-	-	-	-
Grant Revenues	13,057,308	-	-	-
NVTA Revenues - Local	8,710,709	7,938,761	8,157,330	7,870,399
TOTAL REVENUES	49,782,761	34,358,518	34,487,488	34,436,800
TOTAL REVENUE & BALANCE	224,566,510	195,392,239	206,117,551	180,438,551
EXPENSES				
Capital Projects - Current Year	52,936,447	34,358,518	34,358,518	34,436,800
Capital Projects - Carry-Over	-	23,653,158	25,757,282	36,030,555
TOTAL EXPENSES	52,936,447	58,011,676	60,115,800	70,467,355
BALANCE, JUNE 30				
Construction Reserve	168,230,063	133,980,563	142,601,751	106,371,196
Reserve ¹	3,400,000	3,400,000	3,400,000	3,600,000
TOTAL BALANCE	\$171,630,063	\$137,380,563	\$146,001,751	\$109,971,196

- Most capital projects span multiple years, from design to construction completion.
- The FY 2019 Actual and FY 2020 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 2021 adopted 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.

Note:

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.

EXPENDITURE, REVENUE AND FULL-TIME EQUIVALENT TRENDS



The FY 2021 Adopted Budget includes a total of 36 FTEs to support major street and transit program elements. 29.0 FTEs are funded by Transportation Capital Fund and 7.0 FTEs are funded by the Crystal City Tax Increment Fund.

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
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. 	
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. ▪ 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). ▪ <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> 	<p style="margin-top: 0;">5.0</p> <p style="margin-top: 0;">10.0</p>
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). ▪ 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. ▪ As part of budget adoption, \$412,000 of funding for bike-pedestrian projects were shifted from decal fees (PAYG) to HB2313 local. ▪ ART Service Enhancements (\$155,638) and Supplemental ART service (\$425,000) are funded by HB 2313 local funds. 	<p style="margin-top: 0;">(0.5)</p>
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. 	

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
	<ul style="list-style-type: none"> ▪ Personnel and non-personnel increases due to the addition of two Design Engineer Team Supervisors in the Engineering Bureau and one Principal Planner for the Neighborhood Complete Streets Program. Other personnel changes are a reallocation of a previously approved 1.0 position in County Attorney’s Office to a 1.0 Capital Programs Management Coordinator and reallocation of a previously approved 1.0 position in DES Real Estate to a 1.0 Engineering Design Section Manager. 	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). ▪ Increase of 4.0 FTEs including a Neighborhood Complete Streets Traffic 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. 	4.0
FY 2019	<ul style="list-style-type: none"> ▪ Revenues decrease based on a reduction in commercial real estate assessments (\$1,246,745), and a reduction in Northern Virginia Transportation Authority (NVTA) revenues due to the 2018 General Assembly action to provide dedicated funding to Metro (\$4,307,391). ▪ Increase of two Engineering positions (\$276,000) 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) 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). 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). ▪ <i>As part of the FY 2018 closeout appropriation, revenue and expenses were reduced based on Virginia General Assembly action to dedicate funds to WMATA (\$4,455,768).</i> 	2.0 1.0 3.0 1.0

TRANSPORTATION CAPITAL FUND
TEN-YEAR HISTORY

Fiscal Year	Description	FTEs
FY 2020	<ul style="list-style-type: none">▪ Revenues increased based on commercial real estate assessment projections (\$1,242,804) and Northern Virginia Transportation Authority (NVTA) revenue projections (\$346,152).	
FY 2021	<ul style="list-style-type: none">▪ Revenues increased based on commercial real estate assessment projections (\$146,644).▪ Revenues decreased based on Northern Virginia Transportation Authority (NVTA) revenue projections (\$68,362).	