

# County Manager's Proposed FY 2027 Budget

## Department of Environmental Services: Transportation

*County Board Work Session  
April 09, 2026 | 1:00 p.m.*



# Construction in Calendar Year 2026

## Projects Underway

1. ADA Bus Stop Improvements (various)
2. Arlington Ridge Road / Mount Vernon Drive Bridge
3. Army Navy Drive Protected Bike Lane Extension
4. Bus Bay Expansion at East Falls Church Metro
5. Columbia Pike Transit Stations
6. Crystal City Metrorail Station East Entrance
7. Military Road Safety Improvements (Roundabout)
8. South Carlin Springs Road Pedestrian Improvements
9. South Eads Street (Army Navy Drive to 15<sup>th</sup> Street South)
10. South Walter Reed Drive (6<sup>th</sup> Street S to Columbia Pike)
11. Transitway Extension to Pentagon City
12. 15<sup>th</sup> Street South (Clark/Bell Street to Crystal Drive)

## Projects Starting Soon

1. Arlington View Connector Trail
2. Cathedral Lane at North Glebe Road Intersection
3. Fort Myer Drive Sidewalk Improvements
4. Neighborhood Complete Streets Program Projects:
  1. 14<sup>th</sup> Street North (Ohio Street to McKinley Street)
  2. 8<sup>th</sup> Road South at South Dinwiddie Street
  3. South Irving Street (2<sup>nd</sup> Street to 6<sup>th</sup> Street South)
5. Wilson Boulevard (10<sup>th</sup> Street to North Kenmore Street)



 **Projects starting soon**

 **Projects underway in 2026**

# Focus on Equity: Integrated Policy & Programming

- Summary of equity initiatives previously briefed:

**Vision Zero** program development of Equity Emphasis Areas correlated with crash data



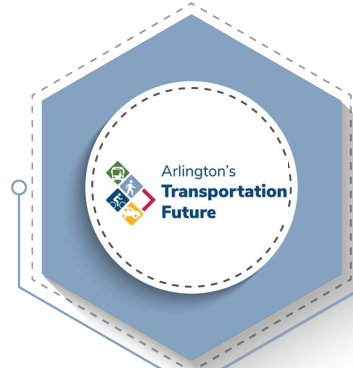
**Neighborhood Complete Streets** Program – implemented projects across the County to ensure safe access within neighborhoods

**ART Transit Service Planning and Arlington Transit Strategic Plan** implementation related to Title VI and Equity Emphasis Areas



**Capital Bikeshare and Shared Mobility Device Permit Program** deployment requirements in Equity Emphasis Areas

**CaBi-for-All Program**, which provides reduced cost memberships and scaled per-trip fees for pedal and e-bikes



**Arlington's Transportation Future** extensive outreach and focus group approach

**Trail connectivity** studies on South George Mason Drive, Custis Trail, and Four Mile Run Trail to provide key north-south and grade-separated connections

# Funding Sources *In addition to PAYG and GO Bonds*

	Funding Source	Restrictions on Use of Funding	Eligible Projects
Local Funds	<b>Transportation Capital Fund (TCF) – Commercial and Industrial (C&amp;I) Tax</b>	New or enhanced road / transit improvements that add capacity, service, or access, and capital or operating costs related to the new projects, that benefit the business community; eligible uses outlined in state code	Transportation only
	<b>TCF – NVTA Local</b>	Additional roadway construction, capital improvements that reduce congestion, projects in TransAction, or for public transportation purposes; eligible uses outlined in state code	Transportation only
	<b>Tax Increment Financing (TIF)</b>	Capital and public infrastructure improvements in the TIF area: Crystal City, Pentagon City, Potomac Yard	Transportation & Parks
State Competitive	<b>Federal</b>	Multiple programs, including small annual allocations for ongoing programs and highly competitive nationwide grants (0-20% match)	Funding awarded to specific projects per criteria determined by awarding agency
	<b>State Transit Formula</b>	Transit operations and capital improvements (match varies)	
	<b>State Smart Scale</b>	Multimodal roadway improvements, transit capacity expansion (no required match)	
	<b>State Revenue Sharing</b>	Multimodal roadway improvements (50% match)	
Regional Competitive	<b>NVTA Regional</b>	Multimodal roadway and transit improvements included in the TransAction Regional Plan that provide greatest congestion reduction relative to cost (no match)	Funding awarded to specific projects per criteria determined by awarding agency
	<b>I-66, I-395 Commuter Choice (NVTC)</b>	Multimodal improvements on parallel corridors that increase person throughput and benefit the toll-paying users of the facility (no match)	

# Transportation System Snapshot



**1,055** Lane-miles of County maintained and managed roads  
**12.3** miles of protected bike lanes



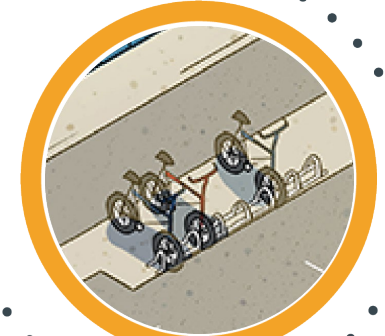
**11** Metrorail stations  
**13** Metro Entrances  
**1** Virginia Railway Express station



**82** ART buses  
**888** Bus stops  
**295** Bus shelters  
**1** Transitway  
**1** Bus station



**38** County-maintained vehicular and pedestrian bridges



Capital Bikeshare:  
**111** stations  
**1,023** bicycles  
 Shared Micro-Mobility:  
**1,550** scooters  
**200** eBikes

**713** Multi-space parking meters  
**652** Single space meters  
**4,400** parking sensors

**305** Signalized intersections  
**320** CCTV cameras  
**226** Uninterruptible power supply units

**32** Speed indicator signs  
**7** Variable message signs  
**63** School zone flashers  
**114** Pedestrian flashing beacons

**7,325** County-owned streetlights  
**54,293** Street signs  
**4,626** In-Street Devices

# Pay-As-You-Go Proposed Projects

- PAYG supports transportation assets across the County.
- Request limited to programs and projects not eligible for TCF or TIF funding.



Streetlights



Parking Meters



Paving



Street Markings

# FY 2027 PAYG Proposed Projects: Transportation

Project Name (\$ in 000s)	FY27 Proposed	FY26 Adopted
Crack Sealing & Marking Replacement (Paving)	500	1,000
Street Safety Improvements	408	1,254
Parking Technology	365	*
Signals and ITS Maintenance	360	790
Sidewalk, Curb, Gutter Proactive Zone Maintenance	250	321
Bridge Maintenance	236	230
Parking Meters	100	181
Transportation Asset Management	61	157
BikeArlington	57	183
Street Lighting	0	872
WalkArlington	0	100
<b>Total Transportation Capital Program</b>	<b>\$2,337</b>	<b>\$5,088</b>

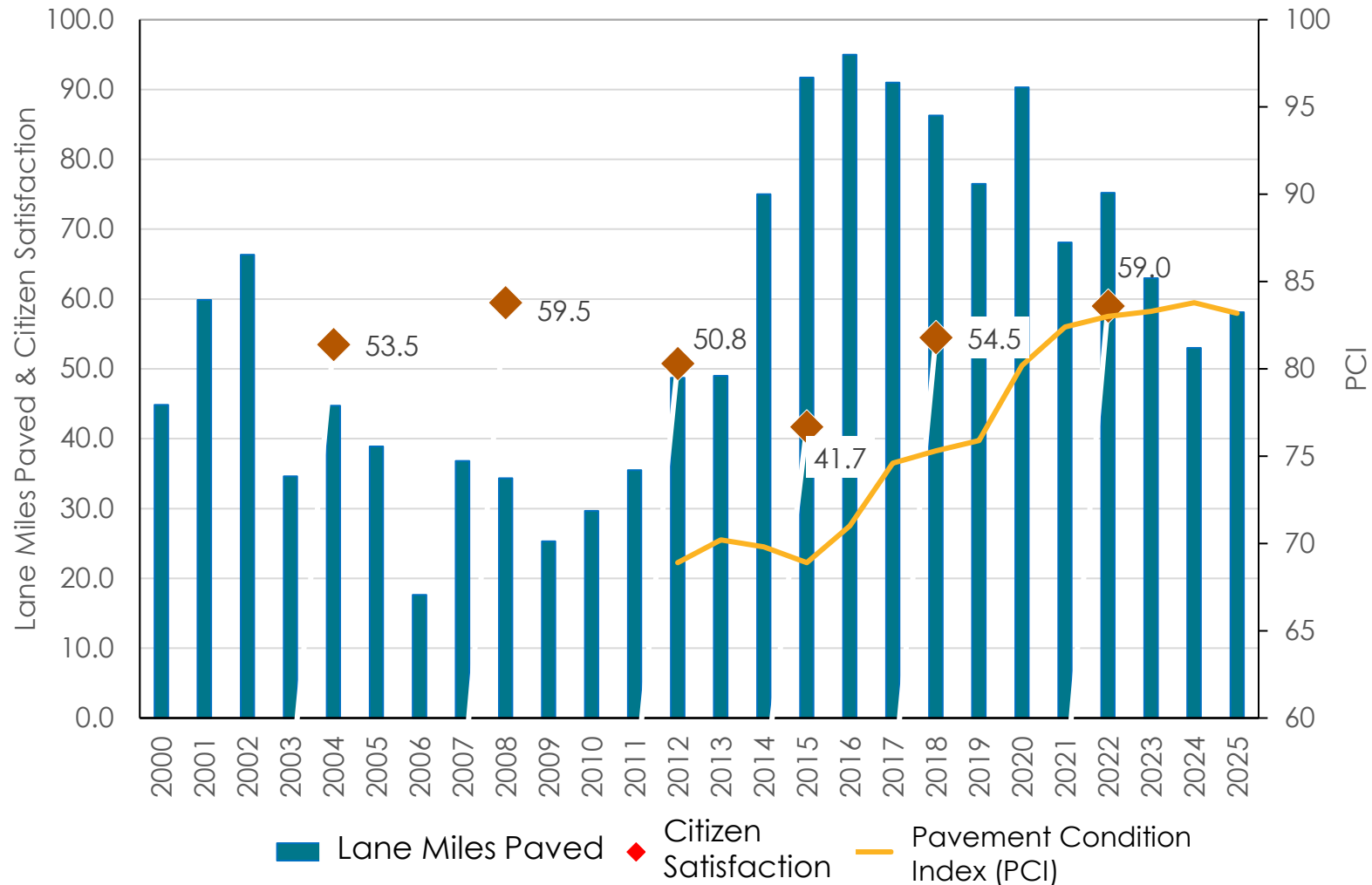
- Many of these programs also rely on bond funding that will be requested as part of the FY27-FY36 CIP
- Unfunded projects will be funded with existing balances.

*\* New to PAYG in FY27 following the conclusion of the pilot period in FY 2026*

# Assets: Paving

- 2025 Pavement Condition Index (PCI): 83.18.
  - Indicates “State of Good Repair” near “Excellent”
- Proposed FY2027 \$500K PAYG needed to maintain paved roads with crack sealant and to replace markings, while bonds pay for milling and overlay.
- Impact of harsh winter and reduced PAYG availability may impact PCI in 2026.
  - 888 potholes repairs in FY 2025, in line with the annual average from FY 2022 – FY 2024.

Arlington County Paving History



# Street Safety Improvements (SSI)

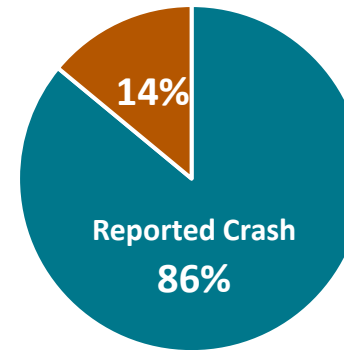
- **SSI Program (\$408K FY27 PAYG)**

- Implements quick build projects, pilot projects, and other safety improvements throughout the County to achieve Arlington's goal of Vision Zero by 2030; Program is scalable and could do more.
- Depending on engineering treatment identified, some locations are eligible for TCF/TIF, but pilot efforts and tactical projects typically require PAYG funds.
- Recent initiatives include school zone safety measures, tactical deployments at intersections (left and right turn hardening), roadway reconfigurations, speed management efforts.

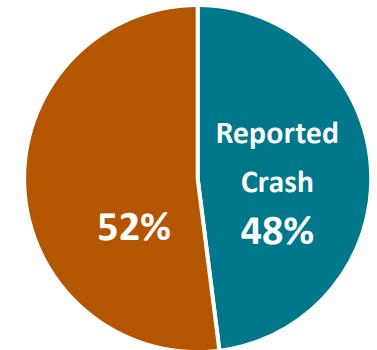
## Quick-Build Projects:

Locations with reported injury crashes were reduced from 86% to 48% post-project implementation

**Crashes Before**



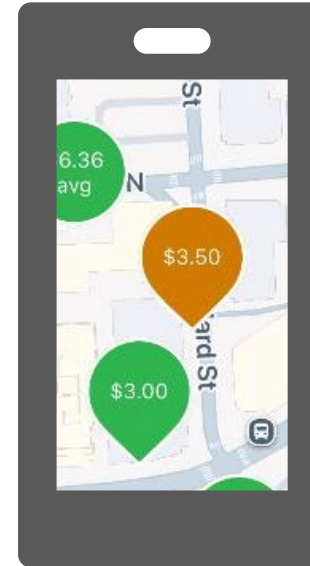
**Crashes After**



*Tactical speed hump materials used for some quick-build projects to reduce speeds*

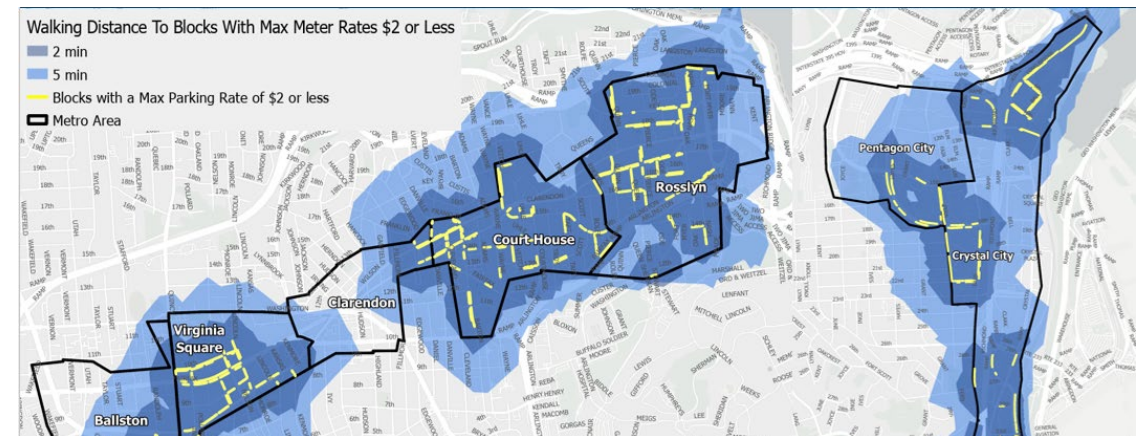
# Parking Technology

- New to PAYG (\$365K FY27).
- Funded by a grant for three years of “pilot”, but FY27 PAYG pays for ongoing operations and maintenance after the end of the pilot period.
- Establishes data foundation to support informed and optimized curb management and stable revenue
- Enables payment compliance analysis for targeting improved enforcement and technology solutions.



- Detects occupancy to understand actual parking activity
- Enables a modern price structure reflecting actual demand; optimizing management of curb space

## Coverage Area

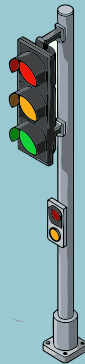


# Assets: Signals and ITS Maintenance

- Proposed FY2027 proposed PAYG budget of \$360K to be supplemented with bond funding
- Supports either extending asset life with repairs or replacing components. Covers inspection, repair, and maintenance of:

**1,954**

**Signal poles**  
Structural inspections  
on 6-year cycle



**177**

**Flashing beacons**  
(School beacons  
and RRFBs)



**32**

**Speed indicators**

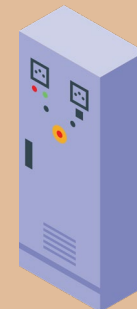


**305**

**signalized intersections**, many with  
added devices (e.g., CCTV, video  
detection, battery back-up)

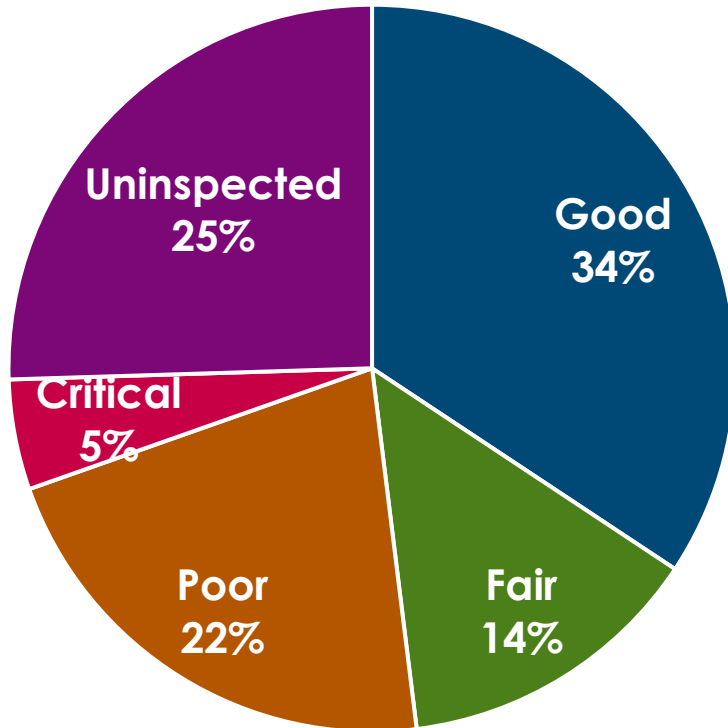


**Annual preventative  
maintenance** on cabinets  
and every 2 years on  
overhead equipment and  
wiring (25 to 35-year life per  
industry standard)

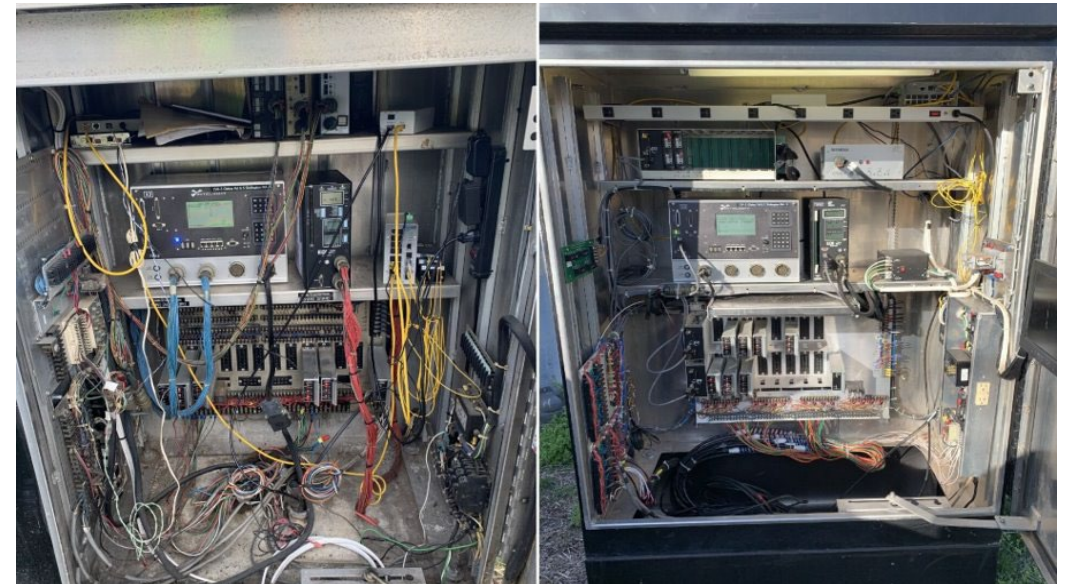


# Assets: Signals and ITS Maintenance

## Signal Poles by Condition



## Signal Cabinet Repair

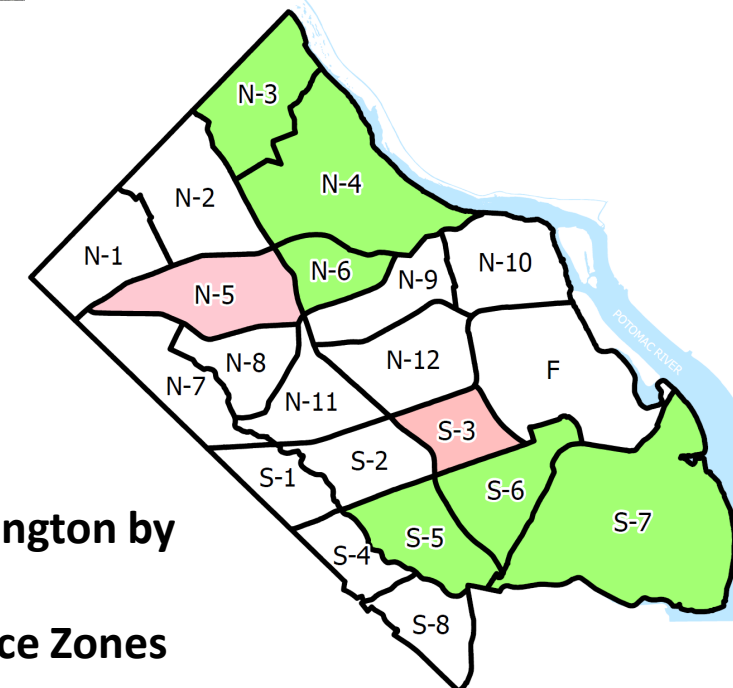


*Before*

*After*

# Assets: Proactive Zone Maintenance

- 442.8 miles of County-maintained sidewalks
- Concrete Zone Maintenance program began in FY24 across 20 zones.
  - 2 zones per year for a 10-year maintenance interval, one north of Route 50 and one south of Route 50
  - Zones N-6 and S-7 were completed in FY26. 4 miles of sidewalk panels were replaced.
  - Zones N-5 and S-3 scheduled for FY27
- FY27 proposed PAYG budget of \$250K to be supplemented with bond funding
- 2024 Condition Assessment information available via [interactive sidewalk conditions dashboard](#).
- Ratings on a scale of 0 to 100
  - FY24 overall rating of 88.4, considered “Good”
  - Next sidewalk condition assessment in 2029



**Map of Arlington by Sidewalk Maintenance Zones**

# Assets: Bridge Maintenance

- 38 county-maintained bridges, including 11 pedestrian bridges.
- Inspected biennially and rated on a scale of 0 to 9; county's goal is between 6 and 7 ("Satisfactory" to "Good")
  - Focused effort in recent years has cleared backlog of maintenance and repair work
- Following replacement of Arlington Ridge Road bridge, currently rated at 4.0, all bridges will be above 6; current average rating is 6.5
- FY27 proposed PAYG budget of \$236K to be supplemented with bond funding



*W&OD trail access over Four Mile Run*



*Wilson Blvd over Four Mile Run*

# Transportation Capital Fund (TCF)

## 1. Local Commercial and Industrial (C&I) Tax

- Funded from added tax of 0.125 per \$100 of assessed value on commercial and industrial properties starting 2008
- Available for new construction/expansion of roads/transit
- Has served as a basis for leveraging state, regional and federal transportation funds for major capital projects
- Vacancy rates impact revenues, resulting in tax fluctuations
- **\$19.8M anticipated in FY27, 14% lower than FY26 Adopted**

## 2. NVTA Local (30% local allocation from HB 2313)

- Instated in 2013 by VA General Assembly, funded from 0.7 ppt increase in sales tax and from increment of the Grantor's tax
- 30 percent of revenues are returned to localities for eligible, locally selected transportation projects
- Available for new construction, capital improvements that reduce congestion, and public transportation purposes
- Has served as a basis for leveraging state, regional and federal transportation funds for major capital projects
- **\$12.6M anticipated in FY27, 5% higher than FY26 Adopted**

# FY 2027 Budget Summary – TCF

	FY 2026 Adopted	FY 2027 Proposed	Change	%Change
<b>Expenses</b>	\$102,409,400	\$106,137,600	<b>+\$3,728,200</b>	<b>+3.6%</b>
<b>Revenue</b>	\$35,023,123	\$32,430,482	<b>-\$2,592,640</b>	<b>-7.4%</b>
<b>Staff</b>	43.5 FTEs	43.5 FTEs		

- Fund balances and external funding sources will be used to cover a portion of FY 2026 and FY 2027 expenditures
- Decline in TCF-C&I revenue poses a challenge to the CIP

# Transportation Capital Funds: FY27 Projects



**South Walter Reed Drive Complete Street (\$9.5M)**  
Completion anticipated 2027



**Military Road at Nelly Custis Safety Improvements (\$5.1M)**  
Completion anticipated Fall 2026



**Columbia Pike Multimodal (\$161M)**  
Substantially Completed Dec 2025



**South Carlin Springs Road Pedestrian Improvements (\$1.3M) Phase 1**  
Completion anticipated 2026

# Crystal City Tax Increment Financing (TIF)

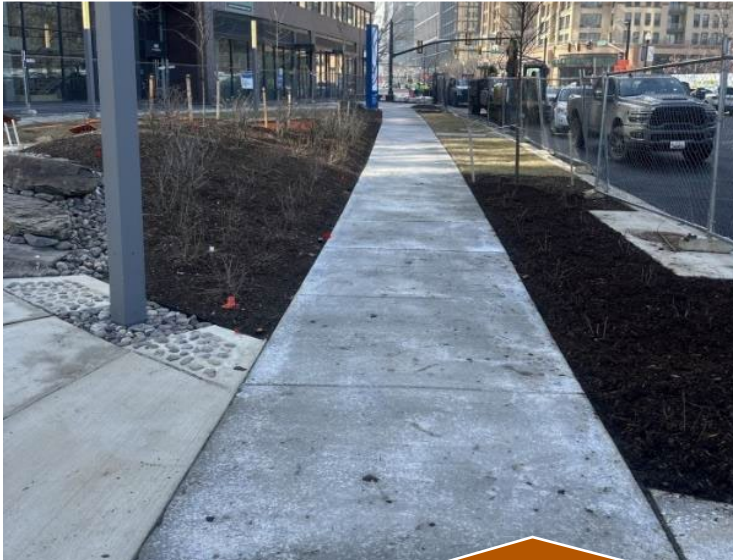
- TIF fund pays for infrastructure improvements that further the redevelopment of Crystal City, Potomac Yard, and Pentagon City
  - Funded by redirecting 25% of increase in property taxes vs. 2011 baseline year
- Projects funded via the TIF provide critical transportation (DES) and open space (DPR) infrastructure needed to support future redevelopment
  - Transportation leverages significant external funding using TIF



**Crystal City Metro East Entrance  
(\$146.1M)**

Completion anticipation 2027

# Tax Increment Financing (TIF) Funded Projects



**South Eads Street Complete Street:  
Army Navy Drive to 15th Street South  
(\$5.2M)**

Anticipated completion spring 2026



**Army Navy Drive Complete  
Street  
(\$15.3M)**

Completed fall 2025



**15th Street South / Clark/Bell  
Realignment  
(\$16.5M)**

Completion anticipated early 2027

# FY2027 Budget Summary – TIF

	FY 2026 Adopted	FY 2027 Proposed	Change	%Change
<b>Expenses</b>	\$17,438,000	\$17,222,000	<b>+\$216,000</b>	<b>-1.2%</b>
<b>Revenue</b>	\$5,578,170	\$4,812,280	<b>-\$765,890</b>	<b>-13.7%</b>
<b>Staff</b>	6.5 FTEs	6.5 FTEs		

- Fund balances and external funding sources will be used to cover a portion of FY 2026 and FY 2027 expenditures
- FY 2027 proposed revenue reflects TIF at an increment of 25% vs. Calendar Year 2011 (base year)
- Decline in TIF revenues poses a challenge to both the Transportation and the Parks CIPs

# Key Budget Considerations

- Constraints on PAYG result in budgetary pressures and uncertainties, particularly as PAYG funds some operating expenditures
- Revenue declines in TCF-C&I and TIF poses challenges to DOT and DPR project expectations – will be considered during CIP
- TCF continues to pay for new eligible operating expenditures
  - 42% of FY27 revenues will fund operations and program administration

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