

FY 2022 – 2024 CIP
County Board Guidance

The County Board provides the following guidance to the County Manager related to implementation of the FY 2022 – FY 2024 CIP.

1. Conduct an engineering / feasibility study for the Arlington Boulevard Multi-Use Trail from Jackson to George Mason, inclusive of Glebe, to inform a future CIP. The scope of this study would include a feasibility analysis, field survey, traffic data collection, coordination with VDOT, and a preliminary horizontal layout. The study is estimated to take 18 months and will include a review of opportunities to enhance pedestrian and bicycle access on both sides of Arlington Boulevard.

2. The County Board reaffirms its commitment to the implementation of key transportation initiatives on Columbia Pike in support of the Columbia Pike Neighborhoods Plan and other County plans:
 - a. *Columbia Pike Multi-Modal Project* –The Board directs the Manager to expedite completion of the remaining four segments of the Pike Multimodal project – including enhanced streetscape and wider sidewalks, upgraded utilities and streetlights in support of high-quality, high-frequency transit service and pedestrian safety – es, with a target completion date of no later than the end of calendar year 2026. Improvements to the remaining segments should build on the new tools and methods learned from the completion of the first five segments to complete this decade-long public works project the shortest possible timeframe.
 - b. *Columbia Pike Transit Stations* – In its 2016 adoption of an updated Transit Development Plan, the County Board endorsed a [Premium Transit Network](#) that will connect Columbia Pike, Pentagon City and Crystal City with bus service that is fast, frequent, reliable and easy to use while improving neighborhood connections. In light of the delays in delivery of both the operational service and the necessary bus infrastructure, the County Board directs the Manager to prioritize delivery of first eight transit stations ensure completion by the end of summer 2022. To do so, the Board supports alternative delivery and design approaches that incorporate elements of the current design, meet functionality and customer service requirements, and are within or less than the current budget.
 - c. *Transit Signal Prioritization* (including other corridors in addition to Columbia Pike) –Completion of a feasibility study for transit signal prioritization along five corridors, including Columbia Pike, study is anticipated in the fourth quarter of 2021; the Board requests an update and proposed implementation plans, where feasible, in the first quarter of 2022 in order to inform investments in the next CIP.

Staff is directed to provide a semi-annual update on these projects.

3. The provision of quality transit services and stabilizing transit ridership after the pandemic is one of the County's immediate priorities and is consistent with the goals of the Community Energy Plan (CEP) and the Master Transportation Plan (MTP). Fleet electrification, exploration of other fuel technologies, and risk mitigation (resilience) are important components of the CEP greenhouse gas emission reduction strategies. The Board recognizes the important steps taken in this area over the last year, including the initiation of the ART Fleet Electrification Study and the initial phases of design and engineering for the new ART Operations and Maintenance Facility in Shirlington which will include the appropriate electric infrastructure such as conduit, etc. The Board directs the Manager to implement the following:
 - a. *Electric bus pilot* – Conduct a pilot with 2-4 electric bus manufacturers to test operations, charging infrastructure, and impact on services. This pilot should be completed by the end of winter CY2022/23, in recognition of procurement timelines and the desire to test during cold weather.
 - b. *2024 replacement bus purchase* – Based on current replacement criteria and service delivery objectives, the County anticipates that it will need to begin the procurement process for 15 replacement buses in 2024. The Board directs that the default assumption is that electric buses will be purchased, unless otherwise informed by the study and pilot that will have been completed before this purchase and as agreed to by the Board.

The County Board also notes that with the anticipated completion of the new ART O&M facility in 2025, the backbone infrastructure for an electric fleet will be in place at the Shirlington Road facility. The County Board directs that electric fleet purchases be made for buses purchased for the new facility and that associated supporting infrastructure be made as part of planning for the new facility. Unless staff brings a written report to the Board with reasons for purchasing a bus using an alternative, infrastructure decisions in the County related to buses that begin operating in 2025, in addition to all new bus purchases after 2025 will be made with electric buses the presumption, in light of the CEP's 2035 goals.

4. Investments laid out in the CIP are one of the key vehicles for making progress on and achieving goals in plans that require capital and infrastructure investment. In particular, the County has recently been working toward a Roadmap for the updated CEP that is reliant on capital investment. Additionally, aspects of the MTP and the newly adopted Vision Zero initiative will require capital investment as will the County's ongoing focus on equitable community outcomes. The County Board therefore directs the Manager to develop, as part of the upcoming ten-year CIP update (FY23-FY32), a clear presentation of which projects in the CIP align with these and other ongoing commitments and how the projects, taken together, advance progress towards shared community goals.