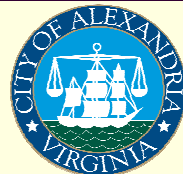

A Proposal to fund Alexandria's Priority Transportation Projects

City of Alexandria



Strategic Plan Goal #3

- Develop locally reliable funding mechanism to support a fiscally constrained transportation plan

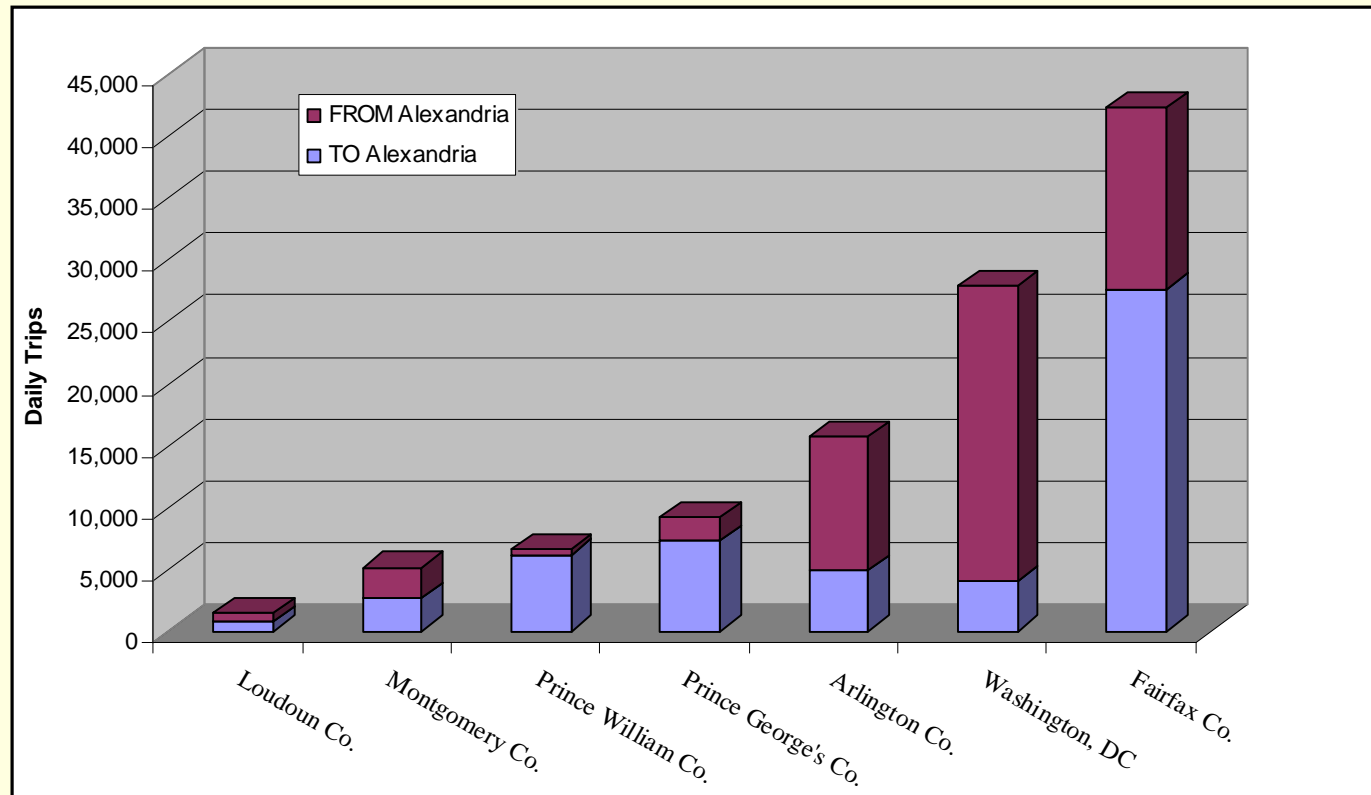
Transportation Fact:

Inter-jurisdiction
Commuting



| Getting to Work | | |
|---|---|-------------|
| <i>A growing share of the region's workers commute to jobs outside their home jurisdictions</i> | | |
| Residence Jurisdiction | Percentage Commuting to Different Jurisdiction | |
| | 1990 | 2000 |
| District | 22% | 27% |
| Maryland | | |
| Anne Arundel | 39% | 44% |
| Calvert | 57% | 61% |
| Charles | 58% | 60% |
| Frederick | 40% | 41% |
| Howard | 64% | 62% |
| Montgomery | 41% | 41% |
| Prince George's | 60% | 61% |
| St. Mary's | 27% | 26% |
| Virginia | | |
| Alexandria | 73% | 75% |
| Arlington | 68% | 70% |
| Fairfax | 50% | 47% |
| Fauquier | 51% | 58% |
| Loudoun | 57% | 59% |
| Prince William | 65% | 67% |
| Stafford | 74% | 71% |
| Region | 49% | 51% |

Transportation Fact: Commuting to and from Alexandria



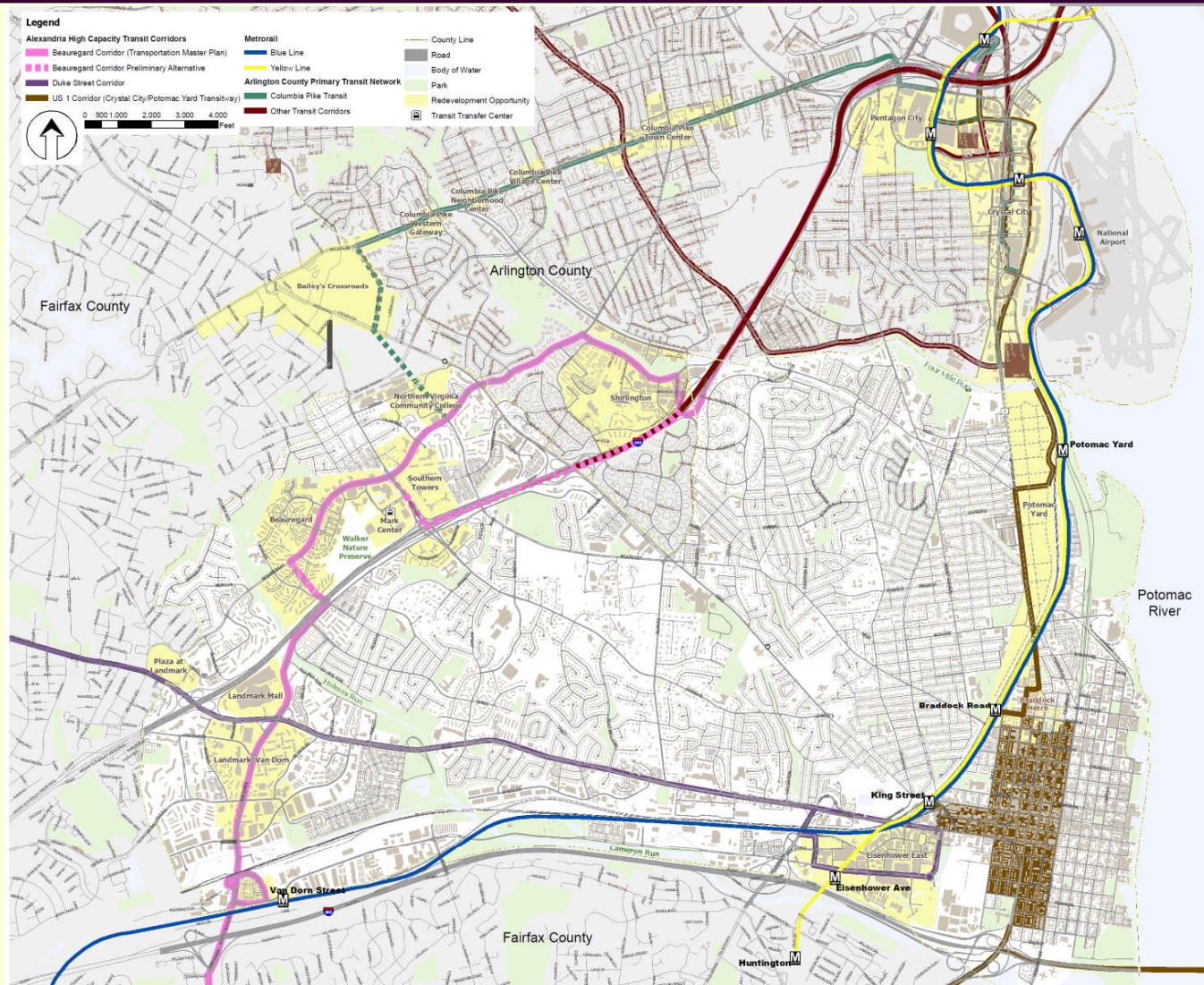
Of the 81,367 daily commute trips that **end** in Alexandria, 61,894 (76%) **originate** in another jurisdiction

Of the 77,190 daily commute trips that **originate** in Alexandria, 57,717 (75%) **end** in another jurisdiction

City Growth

- Fifth Fastest Growing City in the Nation
- Grew 3.8% between July 08 and July 09

Redevelopment Areas



Transportation Funding Sources

RSTP/CMAQ Funding History

| <u>Fiscal Year (FY)</u> | <u>Alexandria Funding</u> |
|-------------------------|---------------------------|
| FY 2006 | \$1,690,000 |
| FY 2007 | \$3,850,000 |
| FY 2008 | \$3,520,000 |
| FY 2009 | \$3,080,000 |
| FY 2010 | \$2,490,000 |

Alexandria Urban Funding History

| <u>Fiscal Year (FY)</u> | <u>Alexandria Funding</u> |
|-------------------------|---------------------------|
| FY 2006 | \$5,012,285 |
| FY 2007 | \$3,095,000 |
| FY 2008 | \$5,485,000 |
| FY 2009 | \$2,450,000 |
| FY 2010 | \$0 |

Commercial Real Estate Tax

- New Local Tax Authority enacted by General Assembly in 2007
- Allows Northern Virginia and Hampton Roads localities to levy an add-on real estate of up to 12.5 cents per \$100 of value on non-residential commercial and industrial real estate

Commercial Tax Estimate

| | Assessed Value | Tax at 12.5 Cents |
|-----------------|-----------------------|--------------------------|
| Small Property | \$2,000,000 | \$2,500 |
| Medium Property | \$40,000,000 | \$50,000 |
| Large Property | \$140,408,400 | \$175,511 |

Commercial Real Estate Tax Uses

- New road construction and associated planning
- New public transit projects and infrastructure and associated planning
- Other capital costs associated with transportation projects
- Operating costs directly related to these projects
- The issuance costs on debt service on bonds to support the capital cost of these projects

Commercial Real Estate Tax in Neighboring Jurisdictions

- Arlington County: 12.5 cents per \$100 of assessed value
- Fairfax County: 11 cents per \$100 of assessed value

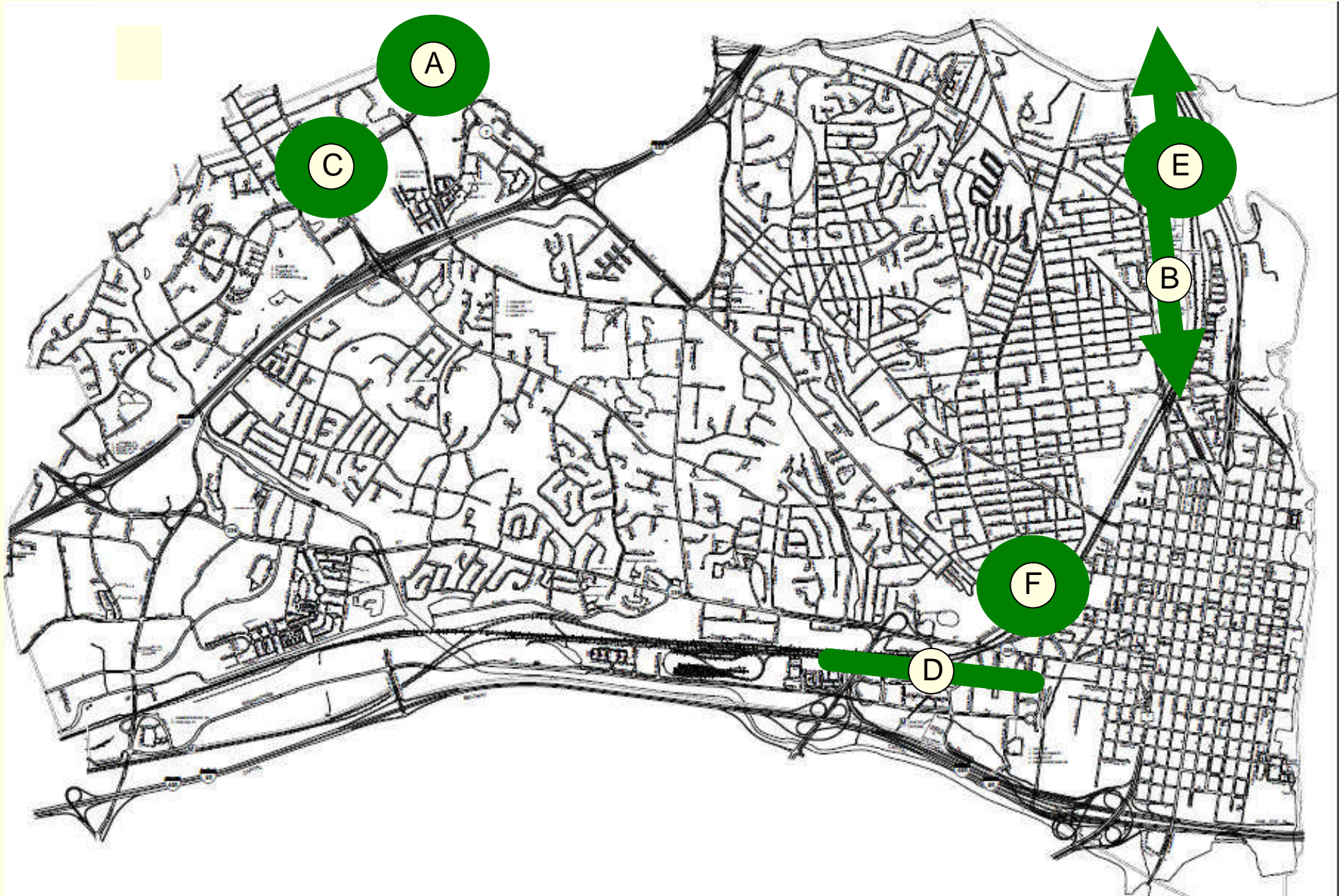
Commercial Real Estate Potential Fiscal Impact

- \$0.83 million per year for each one cent of additional tax
- \$10,400,000 per year if the rate is set at 12.5 cents per \$100 of assessed value.

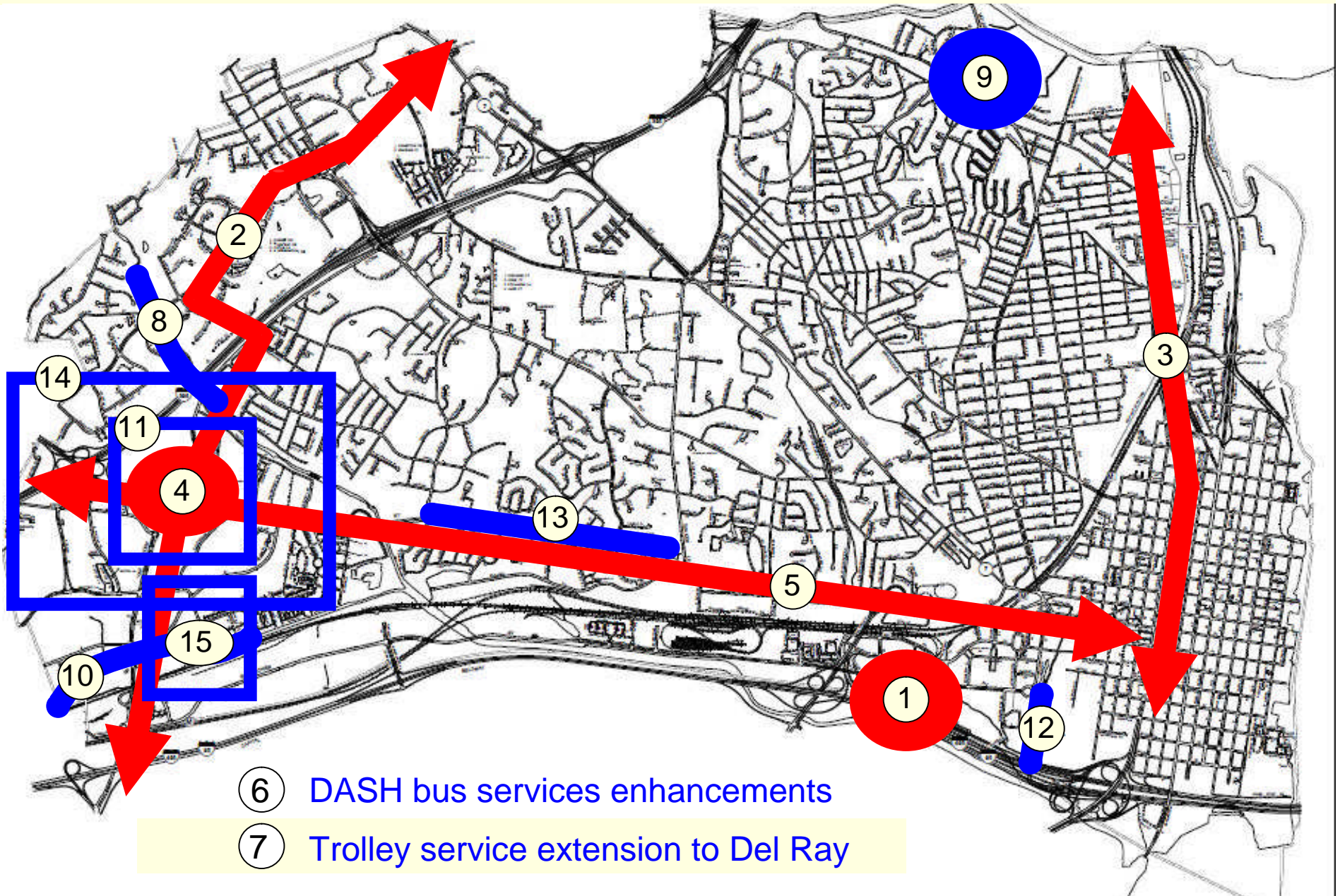
Commercial Real Estate Tax Benefits

- Provide locally reliable funding mechanism for transportation projects
- Use of local funds to leverage state and federal funding sources
- Implement needed transportation projects expeditiously
- Foster economic development

Projects Underway



Priority Transportation Projects



Priority Transportation Projects

| | Name | Description | Cost | Current Funding | Estimated Start |
|---|--|---|-----------------------|------------------------|------------------------|
| | TIER ONE | | | | |
| 1 | Eisenhower Avenue Metrorail Platform Extension | Construction of station entrance north of Eisenhower Avenue, as development occurs, to provide direct pedestrian access to the station without the need to cross Eisenhower Avenue. | More than \$5 million | \$1.9M Federal Funds | 1-5 years |
| 2 | Transit Corridor 'C' /Beauregard/Van Dorn Street | Consistent with the City's 2008 Transportation Master Plan, this project is to construct high-capacity transit facilities in dedicated lanes generally along the Van Dorn/Beauregard corridor between the Van Dorn Metro station and the border with Arlington to the north. | More than \$5 million | 0 | 5-10 years |
| 3 | Transit Corridor 'A'/ Route 1- CCPY Streetcar | Conversion of the Crystal City-Potomac Yard dedicated busway along the Route 1 corridor to a streetcar system. | More than \$5 million | \$8.5M Federal Funds | 5-10 years |
| 4 | Landmark Transit Station | As part of the redevelopment of the Landmark Mall site and consistent with the City's 2008 Transportation Master Plan, this project is for the construction of an intermodal transit station at, or near, the intersection of transit corridors 'B' and 'C' in the vicinity of Landmark Mall. | \$1-5 million | 0 | 5-10 years |
| 5 | Transit Corridor 'B' /Duke Street | Consistent with the City's 2008 Transportation Master Plan, this project is to construct high-capacity transit facilities generally along the Duke Street corridor between the western City limit and Old Town. | More than \$5 million | 0 | 10+ years |

Priority Transportation Projects

| | Name | Description | Cost | Current Funding | Estimated Start |
|----|--|---|-----------------------|-------------------------|------------------------|
| | TIER TWO | | | | |
| 6 | DASH bus service enhancements system-wide | System-wide enhancements to DASH bus service along priority bus routes. The goal is to provide urban bus service with 15-minute headways. This project would fund additional buses to provide those headways. In addition the expansion of service will include new bus routes and new types of bus service that may include circulators and express or limited-stop service. | More than \$5 million | 0 | 1-5 years |
| 7 | Trolley service to Del Ray | Expand trolley service to connect the Del Ray neighborhood to Metro station(s) and Old Town. | \$1-5 million | 0 | 1-5 years |
| 8 | Holmes Run Greenway/Eisenhower East Shared-Use Path Improvements | Improvements to Holmes Run Greenway between Beauregard Avenue and N. Ripley Street and construction of a trail connection from Mill Road at Eisenhower Avenue to South Payne Street. | More than \$5 million | \$250,000 Federal Funds | 5-10 years |
| 9 | Redesign intersection of Mt. Vernon & Russell Road. | Construction of intersection improvements identified in the Arlandria Small Area Plan including gateway features to the neighborhood, pedestrian upgrades and revised intersection geometry to improve functionality. | Less than \$1 million | 0 | 5-10 years |
| 10 | High priority multi-use paths | Multi-use path projects to provide increased bicycle connectivity including a trail along Backlick Run- Construction of a shared use path between Boothe Park west to the Fairfax County line. | \$1-5 million | 0 | 5-10 years |
| 11 | Complete Streets Project- Van Dorn Street | Widen Van Dorn Street over Duke Street to accommodate pedestrians and provide multi-modal facilities consistent with the City's 2008 Transportation Plan. | More than \$5 million | 0 | 5-10 years |

Priority Transportation Projects

| | Name | Description | Cost | Current Funding | Estimated Start |
|----|---|---|-----------------------|-----------------|-----------------|
| | TIER TWO | | | | |
| 12 | Complete Streets Project Holland Lane extension | Construct extension of Holland Lane south from Eisenhower Avenue to Old Cameron Run Channel. The roadway extension would provide multi-modal facilities. | \$1-5 million | 0 | 5-10 years |
| 13 | Complete Streets Project- Duke Street | This project includes the construction of a fifth lane along Duke Street from Wheeler Avenue to Jordan Street to accommodate safe left turns to adjacent residences and businesses along Duke Street. Raised medians should be used at various locations to protect left turning vehicles, to restrict some turning movements and to provide pedestrian safety refuges. | \$1-5 million | 0 | 5-10 years |
| 14 | High Street construction | Construction of New High Street west of and parallel to Van Dorn Street from West End Town Center to Pickett Street, including Duke Street grade separated crossing | More than \$5 million | 0 | 5-10 years |
| 15 | Multimodal bridge from Van Dorn Metro to Pickett Street | Construction of multimodal bridge and roadway, from Van Dorn Metro to Pickett Street. | More than \$5 million | 0 | 10+ years |

Thank You

Questions/Comments?

**Please feel free to contact us:
703.746.4025**