Economic Benefits of Smart Growth, TOD and Walkable Communities

Arlington’s Experience
Can communities support increased economic activity, population/jobs growth while reducing reliance on auto travel and associated VMT growth?
  – In Arlington, the answer is yes, but it takes commitment and continued innovation
  – Transportation infrastructure investments and services must be closely aligned with development

Are there other ancillary community benefits?
  – The reduced reliance on auto travel yields many other community benefits: more efficient use of land, reduced environmental impacts, lower energy use, a lower carbon footprint, improved public health
Topics to be covered

• Development strategies and results
• Transportation strategies
• Transportation system features, use and performance
• Economic & other community performance measures
• Importance of ongoing investments in transportation infrastructure
Arlington, Virginia – 25.8 sq. miles in area including federal lands

At the confluence of major regional transportation facilities

Home to major federal facilities: Pentagon, Fort Meyer, Arlington Hall

Located in the core of a rapidly growing Washington region (over 5 million residents, 3 million jobs and 1,200 sq. miles of urbanized area)

Continuing to grow – with over 252,000 residents and 281,000 jobs projected by 2040
Development Concepts

- Concentrate high and mid-density redevelopment around transit stations (highly targeted) and taper down to existing neighborhoods
- Encourage a mix of uses and services in station areas
- Create high quality pedestrian environments and enhanced open space
- Preserve and reinvest in established residential neighborhoods
Development Characteristics

- 43.6 million sq. ft. of office space*, 41 million sq. ft. in Metro station areas* with over 4 million sq. ft. of supporting retail & services
- 107,400 housing units (over 42,700 in Metro station areas)
- Over 1,700 housing units, 1.3 million sq. ft of office, 138,000 sq. ft of retail under construction in July 2011
  * Includes the Pentagon @ 5 million sq. Ft.
1,094 lane-miles of streets and 19 miles of HOV lanes
Over 5,000 on-street metered parking spaces
12 miles of Metrorail lines and 11 stations
VRE commuter rail
Extensive regional (Metrobus) and local bus (ART) service
And expanding car-share program with over 80 cars
A growing bikesharing program with 18 stations w/ 54 additional stations funded
50 miles of multi-use trails and 31 miles of on-street bike lanes and sharrows
Extensive and growing network of sidewalks
Transportation System Users

• **Residents**
  – Over 213,300 in 2010
  – 134,000 workers with 70% working outside the County
  – Lowest resident drive-alone commute rate in all VA regions
  – 46% residents use non-SOV as primary commute mode

• **Employees commuting to Arlington-based jobs**
  – Over 209,200 jobs in 2010
  – 200,000+ jobs clustered around transit in Arlington’s high-density corridors.
  – 160,000+ workers commute into Arlington daily

• **Visitors**
  – 4 million plus visitors to Arlington National Cemetery
  – Over 10,000 hotel rooms used as a base for visitors from outside the region
  – Many daily visitors from adjacent jurisdictions

• **Through travelers & commuters**
Transportation System Use

79% Arlington workers live outside of Arlington

Greater than 4 in 10 use transit, bike, or walk to work
Transportation System Use

- 222,000 Metrorail boardings/alightings
- 3,000 commuter rail boardings/alightings

4 million vehicle-miles of travel per day
Transportation System Use

64,000 Daily Trips
Over 200,000 Transit-Related Walking Trips
Transportation System Use

5,000+ Carsharing Members
Transportation Strategies to Influence Travel Patterns

- Concentrate mixed use development around transit stations
- Create environments rich in travel choices
- Time transportation improvements including expansion of transit service to development
- Provide comprehensive travel information and encouragement
- Expand development-specific TDM requirements
- Increase focus on parking management (supply and pricing)
Creating Environments Rich In Travel Choices

- Site Plan Development
- County Infrastructure Investments
- Expanded Transit Service
- Support for Emerging Travel Options
Providing Comprehensive Travel Information and Encouragement

- Sales – Arlington Transportation Partners
- Retail Commuter Information and Support – three commuter stores, one mobile store
- Marketing
- Operations & Logistics
- Special Initiatives – BikeArlington, WalkArlington, Carsharing, Bikesharing
- Transportation research
Requiring Development-Specific Transportation Demand Management

- Participation in County-wide Commuter Services programs
- Transit subsidies
- On-site improvements including sidewalk/streetscape and bicycle facilities
- On-site travel information
- Parking management
- Transportation performance surveys

EPA – Potomac Yard (completed 2006)
- ATP participant
- Employee transit subsidies
- Dedicated transitway and station
- Sidewalk and bicycle improvements
- Market-rate parking charges
- On-site transportation coordinator
Managing Parking

• Management of the on-street supply
  – Residential permit parking
  – On-street metered parking

• Influence off-street private parking
  – Parking information
  – Shared/public parking
  – Pricing
  – Amount provided
### Traffic Trends - Arterial Streets

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Lee Hwy - Rosslyn</td>
<td>EW 6-lane arterial</td>
<td>37,770</td>
<td>33,632</td>
<td>32,428</td>
<td>34,000</td>
<td>-10.0%</td>
</tr>
<tr>
<td>Wash. Blvd – VA Sq.</td>
<td>EW 4-lane arterial</td>
<td>20,469</td>
<td>19,478</td>
<td>18,069</td>
<td>Not Available</td>
<td>-11.8%</td>
</tr>
<tr>
<td>Clarendon Blvd.</td>
<td>EW 2-lane 1-way arterial</td>
<td>13,980</td>
<td>14,199</td>
<td>14,539</td>
<td>13,080</td>
<td>-6.4%</td>
</tr>
<tr>
<td>Wilson Blvd. - Clarendon</td>
<td>EW 2-lane 1-way arterial</td>
<td>16,368</td>
<td>16,265</td>
<td>13,797</td>
<td>12,194</td>
<td>-25.5%</td>
</tr>
<tr>
<td>Arlington Blvd.</td>
<td>EW 6-lane arterial</td>
<td>55,865</td>
<td>63,272</td>
<td>60,223</td>
<td>62,000</td>
<td>11.0%</td>
</tr>
<tr>
<td>Glebe Road - Ballston</td>
<td>NS 6-lane arterial</td>
<td>35,230</td>
<td>39,409</td>
<td>35,900</td>
<td>33,000</td>
<td>-6.3%</td>
</tr>
<tr>
<td>G. Mason Drive</td>
<td>NS 4-lane arterial</td>
<td>20,002</td>
<td>22,578</td>
<td>23,386</td>
<td>Not Available</td>
<td>16.9%</td>
</tr>
</tbody>
</table>

* No discernable pattern of growth on the local road system over the 13 year period
## Transit Ridership Trends – Arlington-Related Trips

<table>
<thead>
<tr>
<th></th>
<th>FY1996 Actual</th>
<th>FY 2001 Actual</th>
<th>FY 2006 Actual</th>
<th>FY 2009 Actual</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail Arlington Stations</td>
<td>45,335,000</td>
<td>56,278,412</td>
<td>60,864,000</td>
<td>61,935,000</td>
<td>36.6%</td>
</tr>
<tr>
<td>Metrobus Arlington Routes</td>
<td>12,049,000</td>
<td>11,614,599</td>
<td>13,221,100</td>
<td>16,135,000</td>
<td>33.9%</td>
</tr>
<tr>
<td>VRE – Crystal City</td>
<td>567,000</td>
<td>586,069</td>
<td>992,600</td>
<td>1,027,000</td>
<td>81.1%</td>
</tr>
<tr>
<td>Arlington Transit (ART)</td>
<td>105,000</td>
<td>147,813</td>
<td>926,600</td>
<td>1,428,800</td>
<td>1,361%</td>
</tr>
<tr>
<td>Total Annual Ridership</td>
<td>58,076,000</td>
<td>68,626,893</td>
<td>76,004,300</td>
<td>80,525,800</td>
<td>38.6%</td>
</tr>
</tbody>
</table>

* 2.6% average annual growth across all transit services over the 13 year period
Growth in ART Local Transit Ridership

Annual Ridership

Fiscal Year

FY 05 FY 06 FY 07 FY 08 FY 09 FY 10 FY 11

674,806 926,574 1,060,441 1,225,427 1,428,827 1,990,402 2,200,000

0 500,000 1,000,000 1,500,000 2,000,000 2,500,000 3,000,000

Fiscal Year
Bicycle Usage on Trails - 2011

11% increase in selected trail use between May 2010 and May 2011
Office Worker Travel Patterns by Station Area

Primary Mode by Area

The DA rate was similar for Ballston, Rosslyn, and Crystal City, but **dramatically** higher (79%) for areas outside Metro corridors. Crystal City had the highest transit share, but Ballston had much higher bike/walk use. CP/VP use was similar in the three Metro corridors and lower in “Other” areas.

![Bar chart showing primary mode by area]

Q.3 How many weekdays would you typically use each of the following types of transportation to get to [street address]?

![Number of respondents: 92]
### Daily Household Travel in the Greater Metropolitan Washington Region

<table>
<thead>
<tr>
<th>Jurisdiction in the Greater Metropolitan Washington Region</th>
<th>Average Weekday Trips per Household</th>
<th>% of Daily Household Trips by Mode of Travel</th>
<th>Average Weekday Auto Driver Trips*</th>
<th>Average Weekday Auto Driver VMT</th>
<th>% of Regional HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td></td>
<td>Auto Driver</td>
<td>Auto Passenger</td>
<td>Transit</td>
<td>Walk/Bike</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>7.0</td>
<td>37.0</td>
<td>14.4</td>
<td>18.3</td>
<td>27.5</td>
</tr>
<tr>
<td>Arlington</td>
<td>7.8</td>
<td>52.9</td>
<td>16.5</td>
<td>10.7</td>
<td>16.6</td>
</tr>
<tr>
<td>- Rosslyn-Ballston Corridor</td>
<td>6.0</td>
<td>45.0</td>
<td>13.4</td>
<td>19.0</td>
<td>19.7</td>
</tr>
<tr>
<td>- Jefferson Davis Corridor</td>
<td>5.6</td>
<td>35.2</td>
<td>11.2</td>
<td>20.6</td>
<td>29.2</td>
</tr>
<tr>
<td>- Columbia Pike</td>
<td>6.5</td>
<td>58.2</td>
<td>16.0</td>
<td>11.3</td>
<td>12.1</td>
</tr>
<tr>
<td>- Shirlington</td>
<td>6.2</td>
<td>64.5</td>
<td>8.2</td>
<td>12.3</td>
<td>13.9</td>
</tr>
<tr>
<td>- Arlington outside activity center</td>
<td>9.6</td>
<td>56.0</td>
<td>18.5</td>
<td>6.8</td>
<td>15.1</td>
</tr>
<tr>
<td>Alexandria</td>
<td>7.1</td>
<td>56.1</td>
<td>16.9</td>
<td>9.2</td>
<td>15.9</td>
</tr>
<tr>
<td>Inner Suburbs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairfax County</td>
<td>9.1</td>
<td>61.1</td>
<td>25.0</td>
<td>4.0</td>
<td>5.4</td>
</tr>
<tr>
<td>Montgomery County</td>
<td>9.4</td>
<td>57.4</td>
<td>23.0</td>
<td>5.7</td>
<td>9.4</td>
</tr>
<tr>
<td>Prince Georges County</td>
<td>8.3</td>
<td>58.1</td>
<td>25.2</td>
<td>6.5</td>
<td>5.8</td>
</tr>
<tr>
<td>Outer Suburbs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loudoun County</td>
<td>8.8</td>
<td>63.3</td>
<td>26.4</td>
<td>1.3</td>
<td>3.9</td>
</tr>
<tr>
<td>Prince William County</td>
<td>9.9</td>
<td>59.7</td>
<td>28.9</td>
<td>2.2</td>
<td>4.1</td>
</tr>
<tr>
<td>Frederick County</td>
<td>9.8</td>
<td>64.7</td>
<td>25.0</td>
<td>1.3</td>
<td>4.8</td>
</tr>
<tr>
<td>Charles County</td>
<td>9.4</td>
<td>64.5</td>
<td>24.9</td>
<td>1.8</td>
<td>2.5</td>
</tr>
</tbody>
</table>

Regional Average VMT per HH  34.19
Arlington Ave HH VMT/Region Ave HH VMT  63.18%
Arlington Metro Corridors HH VMT/Regional Average HH VMT  45.70%

updated - June 1, 2011
Uses expanded Arlington dataset with new regional weighting factors
Results updated only for Arlington
The Transportation – Economic Connection

- the job access - workforce connection
- the visitor access - spending connection
- the accessibility - income connection
- congestion and reliability cost effects
- business cluster and agglomeration effects
Arlington’s Competitive Advantage

“It can move more people without more traffic while waiting maintaining an attractive environment for workers, visitors and residents”

The New York Times

An Oasis of Stability Amid a Downturn

By Eugene Meyer

ARLINGTON, Va. — While many metropolitan markets around the country are enduring steep increases in vacancies in their office and retail sectors, the Rosslyn-Ballston corridor in the Northern Virginia suburbs of Washington is an oasis of stability — and even of prosperity.

Served by five Metro subway stops within four miles, the corridor continues to attract new tenants, buyers and developers in the face of the deepest recession since the Great Depression. “It’s really an anomaly, considering the tough economy we’ve been in since December 2007,” said Sigrid G. Zialcita, managing research director for Cushman & Wakefield, a global real estate services firm.

The firm’s most recent figures for the corridor show vacancy rates of 8.6 percent.

future,” Cushman & Wakefield said at the end of June. “It has remained resilient during the worst recession in decades, and should continue to do so, as demand will remain healthy and new supply will be low for the next few years."

The positive economic vibe was evident this summer with the announcement that the Defense Advanced Research Projects Agency would move its 800 employees from older leased space nearby into a new 355,530-square-foot building designed to meet Defense Department antiterrorism standards.

The new Darpa building, slated to be completed in 2012, is part of a 1.2-million-square-foot mixed-use project called Founders Square. The developer is the Shooshan Company, which was already the dominant builder in Ballston. It previously built the Liberty Center, a

Barbara A. Favola, chairwoman of the county’s governing board.

Rosslyn was little more than a collection of pawn shops and auto repair shops until the 1960s, when new office buildings rose to accommodate government agencies forced to relocate after the razing of temporary buildings erected on the Mall during World War I. Those early Rosslyn high-rises are now gradually being replaced by office towers.

“The Rosslyn-Ballston corridor, with its immediate access to downtown Washington, D.C., is an ideal submarket for transit-oriented, mixed-use development,” said Brian P. Coulter, chief development officer of the JBG Companies, which has been a major developer in Rosslyn and is also active in Ballston.

26
87% of business leaders surveyed said that Arlington is a good or very good place to locate a business

2007 Arlington Business Leaders Survey

40% of business leaders surveyed listed transportation access as the #1 reason Arlington is a good place to locate a business

2007 Arlington Business Leaders Survey
Arlington County’s Business Leaders Believe the County’s Transportation System Has a Positive Impact on the Ability to Conduct Business. Less Than 16% Think it Has a Negative Effect

<table>
<thead>
<tr>
<th>Negative Impact</th>
<th>Positive Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ability to recruit employees</td>
<td>28%</td>
</tr>
<tr>
<td>Customers ability to reach business</td>
<td>30%</td>
</tr>
<tr>
<td>Access to broad workforce</td>
<td>29%</td>
</tr>
<tr>
<td>Employee attendance</td>
<td>24%</td>
</tr>
<tr>
<td>Ability to retain employees</td>
<td>25%</td>
</tr>
<tr>
<td>Employee morale</td>
<td>15%</td>
</tr>
<tr>
<td>Employee productivity</td>
<td>16%</td>
</tr>
<tr>
<td>Cost to obtain supplies</td>
<td>18%</td>
</tr>
<tr>
<td>Cost to deliver services/products</td>
<td>15%</td>
</tr>
<tr>
<td>Emergency preparedness</td>
<td>17%</td>
</tr>
<tr>
<td>Employee health</td>
<td>8%</td>
</tr>
</tbody>
</table>

Source: 2007 Arlington County Survey of Business Leaders by SIR/LDA
“No Impact” responses not shown in graph.
## Private Office Market Comparisons

<table>
<thead>
<tr>
<th>Submarket</th>
<th>Office Inventory</th>
<th>Total Vacancy</th>
<th>Average Asking Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Philadelphia</td>
<td>43,694,641</td>
<td>14.6%</td>
<td>$25.58</td>
</tr>
<tr>
<td>Chicago Central Loop</td>
<td>43,608,407</td>
<td>15.8%</td>
<td>$31.11</td>
</tr>
<tr>
<td>Houston CBD</td>
<td>40,888,017</td>
<td>10.2%</td>
<td>$30.61</td>
</tr>
<tr>
<td>Washington CBD</td>
<td>38,631,963</td>
<td>10.5%</td>
<td>$53.20</td>
</tr>
<tr>
<td>Boston CBD</td>
<td>36,899,952</td>
<td>12.6%</td>
<td>$42.22</td>
</tr>
<tr>
<td>Arlington County</td>
<td>36,468,163</td>
<td>7.0%</td>
<td>$38.92</td>
</tr>
<tr>
<td>Los Angeles Downtown</td>
<td>31,125,339</td>
<td>17.7%</td>
<td>$33.60</td>
</tr>
<tr>
<td>Dallas CBD</td>
<td>30,180,216</td>
<td>26.8%</td>
<td>$19.30</td>
</tr>
<tr>
<td>Denver Downtown</td>
<td>25,545,755</td>
<td>14.3%</td>
<td>$25.52</td>
</tr>
<tr>
<td>Minneapolis CBD</td>
<td>23,321,130</td>
<td>19.0%</td>
<td>$12.30</td>
</tr>
<tr>
<td>Seattle CBD</td>
<td>20,313,798</td>
<td>17.7%</td>
<td>$29.40</td>
</tr>
<tr>
<td>Atlanta Downtown</td>
<td>18,071,365</td>
<td>20.9%</td>
<td>$18.28</td>
</tr>
</tbody>
</table>

*Source: CB Richard Ellis, 4th Quarter 2010*
# Regional Office Availability

<table>
<thead>
<tr>
<th>Submarket</th>
<th>Rentable Building Area</th>
<th>Total Available</th>
<th>Total Sublet Available</th>
<th>Total Vacant</th>
<th>Direct Vacant</th>
<th>Average Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington East End</td>
<td>46,514,181</td>
<td>5,921,100</td>
<td>840,130</td>
<td>9.7%</td>
<td>8.3%</td>
<td>$52.77</td>
</tr>
<tr>
<td>Washington CBD</td>
<td>42,974,044</td>
<td>6,221,927</td>
<td>861,186</td>
<td>9.8%</td>
<td>8.5%</td>
<td>$48.52</td>
</tr>
<tr>
<td>Tysons Corner</td>
<td>28,279,490</td>
<td>6,152,326</td>
<td>902,156</td>
<td>15.9%</td>
<td>14.5%</td>
<td>$29.76</td>
</tr>
<tr>
<td><strong>RB Corridor</strong></td>
<td><strong>23,429,308</strong></td>
<td><strong>3,372,808</strong></td>
<td><strong>734,654</strong></td>
<td><strong>11.1%</strong></td>
<td><strong>9.6%</strong></td>
<td><strong>$39.18</strong></td>
</tr>
<tr>
<td>Reston</td>
<td>19,254,402</td>
<td>4,974,875</td>
<td>654,735</td>
<td>19.3%</td>
<td>17.4%</td>
<td>$26.76</td>
</tr>
<tr>
<td><strong>Crystal City/Pentagon City</strong></td>
<td><strong>13,299,713</strong></td>
<td><strong>2,586,822</strong></td>
<td><strong>58,694</strong></td>
<td><strong>9.0%</strong></td>
<td><strong>8.7%</strong></td>
<td><strong>$39.50</strong></td>
</tr>
<tr>
<td>Herndon</td>
<td>12,366,569</td>
<td>2,290,648</td>
<td>2,139,110</td>
<td>16.6%</td>
<td>15.7%</td>
<td>$28.39</td>
</tr>
<tr>
<td>Bethesda/Chevy Chase</td>
<td>11,962,618</td>
<td>1,473,417</td>
<td>1,217,019</td>
<td>9.7%</td>
<td>8.0%</td>
<td>$34.21</td>
</tr>
<tr>
<td>NoMa</td>
<td>9,668,580</td>
<td>1,530,721</td>
<td>1,510,120</td>
<td>18.0%</td>
<td>17.8%</td>
<td>$47.28</td>
</tr>
<tr>
<td>Capitol Hill</td>
<td>5,985,568</td>
<td>761,133</td>
<td>30,894</td>
<td>8.0%</td>
<td>7.7%</td>
<td>$51.71</td>
</tr>
<tr>
<td>Capitol Riverfront</td>
<td>4,638,092</td>
<td>730,752</td>
<td>13,713</td>
<td>11.7%</td>
<td>11.6%</td>
<td>$46.40</td>
</tr>
</tbody>
</table>

*Source: CoStar 3/4/11*
Total Retail Sales per SF

Source: TrendLines 2011 - ERSI; Delta Associates
### Arlington County Real Estate Assessed Values by Sub-area (2011)

<table>
<thead>
<tr>
<th>Sub-area</th>
<th>Comm. Value*</th>
<th>%</th>
<th>Resid. Value **</th>
<th>%</th>
<th>Total Value</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-B Corridor</td>
<td>$8,770,173,300</td>
<td>51%</td>
<td>$9,218,388,700</td>
<td>23%</td>
<td>$17,988,562,000</td>
<td>31%</td>
</tr>
<tr>
<td>J-D Corridor</td>
<td>$6,490,559,100</td>
<td>38%</td>
<td>$3,315,434,200</td>
<td>8%</td>
<td>$9,805,993,300</td>
<td>17%</td>
</tr>
<tr>
<td>Columbia Pike</td>
<td>$342,617,000</td>
<td>2%</td>
<td>$3,604,671,400</td>
<td>9%</td>
<td>$3,947,288,400</td>
<td>7%</td>
</tr>
<tr>
<td>Shirlington</td>
<td>$312,391,700</td>
<td>2%</td>
<td>$816,882,600</td>
<td>2%</td>
<td>$1,129,274,300</td>
<td>2%</td>
</tr>
<tr>
<td>Other ***</td>
<td>$1,128,291,900</td>
<td>7%</td>
<td>$23,399,656,100</td>
<td>58%</td>
<td>$24,527,948,000</td>
<td>43%</td>
</tr>
<tr>
<td>Total</td>
<td>$17,044,033,000</td>
<td>100%</td>
<td>$40,355,033,000</td>
<td>100%</td>
<td>$57,399,066,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Arlington County Real Estate Taxes Levied by Sub-area (2011)

<table>
<thead>
<tr>
<th>Sub-area</th>
<th>Comm. Value*</th>
<th>%</th>
<th>Resid. Value **</th>
<th>%</th>
<th>Total Value</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-B Corridor</td>
<td>$82,878,138</td>
<td>51%</td>
<td>$87,113,773</td>
<td>23%</td>
<td>$169,991,911</td>
<td>31%</td>
</tr>
<tr>
<td>J-D Corridor</td>
<td>$61,335,783</td>
<td>38%</td>
<td>$31,330,853</td>
<td>8%</td>
<td>$92,666,637</td>
<td>17%</td>
</tr>
<tr>
<td>Columbia Pike</td>
<td>$3,237,731</td>
<td>2%</td>
<td>$34,064,145</td>
<td>9%</td>
<td>$37,301,875</td>
<td>7%</td>
</tr>
<tr>
<td>Shirlington</td>
<td>$2,952,102</td>
<td>2%</td>
<td>$7,719,541</td>
<td>2%</td>
<td>$10,671,642</td>
<td>2%</td>
</tr>
<tr>
<td>Other ***</td>
<td>$10,662,358</td>
<td>7%</td>
<td>$221,126,750</td>
<td>58%</td>
<td>$231,789,109</td>
<td>43%</td>
</tr>
<tr>
<td>Total</td>
<td>$161,066,112</td>
<td>100%</td>
<td>$381,355,062</td>
<td>100%</td>
<td>$542,421,174</td>
<td>100%</td>
</tr>
</tbody>
</table>

* Commercial use = office, retail, hotel
** Residential includes apartments
*** All other parcels outside listed areas.
Other Community Economic Indicators

• The unemployment rate for Arlington residents stood at 3.4% for November 2011, 5.1% below the national average.

• Average Arlington worker incomes of $102,373 ranked 2nd nationwide to Manhattan in 2009.

• Median resident household income @ $94,986 in 2009 rank 5th nationwide according to US Census ACS survey.
  – Arlington County’s 2011 estimates show an increase to $103,900 for median HH income and $74,700 for per capita income.

• 69% of Arlington residents over 25 have at least an undergraduate degree making Arlington the most highly educated large community in the Country.
  – Educational attainment has a strong correlation with economic health and wealth creation.

• The foreclosure crisis that gripped the nation largely bypassed Arlington.
  – Between 2005 and 2008, a total of 199 properties went into foreclosure on a base of over 100,000 owner occupied and rental units.
9 in 10 Residents Give Arlington County High Ratings for Overall Quality of Life

Q10  Overall, how would you rate the quality of life in Arlington County?

Source: LDA Consulting / SIR
Three-Quarters of Residents are Satisfied with Arlington’s Transportation System

Q11 How satisfied are you with the transportation system in Arlington County?

Source: LDA Consulting / SIR
QOL Ratings are Higher for Residents who are Satisfied with Transportation System

95% of residents who are satisfied with the transportation system rated quality of life favorably, compared with 83% who are less than satisfied with the transportation system.

High rating for QOL

12-point difference

Q10 Overall, how would you rate the quality of life in Arlington County?

Source: LDA Consulting / SIR
In order to keep Arlington as a great place to do business and to promote long-term economic sustainablility, it is important to continue to invest in the transportation system.
Transportation Capital Program Sources
Fiscal Years 2011 - 2016

<table>
<thead>
<tr>
<th>Programs</th>
<th>Revenues (FY11- FY16)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Bonds (TCF)</td>
<td>$117,039,000</td>
</tr>
<tr>
<td>Transportation Capital Fund (TCF)</td>
<td>$96,977,000</td>
</tr>
<tr>
<td>County Bond Issue</td>
<td>$93,850,000</td>
</tr>
<tr>
<td>Federal</td>
<td>$80,320,000</td>
</tr>
<tr>
<td>Commonwealth</td>
<td>$64,604,000</td>
</tr>
<tr>
<td>TIF/Other</td>
<td>$11,410,000</td>
</tr>
<tr>
<td>County PAYG</td>
<td>$10,500,000</td>
</tr>
<tr>
<td>Total Revenues</td>
<td>$474,700,000</td>
</tr>
</tbody>
</table>
Transportation Capital Fund

- Stabilizes existing program
- Accelerates implementation of capital improvements
- Leverages external sources of funding

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Transportation Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>$ 10,419,000</td>
</tr>
<tr>
<td>2009</td>
<td>$ 20,838,000</td>
</tr>
<tr>
<td>2010</td>
<td>$ 20,370,459</td>
</tr>
<tr>
<td>2011</td>
<td>$ 19,735,913</td>
</tr>
<tr>
<td>2012</td>
<td>$ 21,082,282</td>
</tr>
</tbody>
</table>
Transportation Capital Program Cost
Fiscal Years 2011 - 2016

<table>
<thead>
<tr>
<th>Programs</th>
<th>Expenditures (FY11 - FY16)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>$171,775,000</td>
</tr>
<tr>
<td>Complete Streets</td>
<td>$120,045,000</td>
</tr>
<tr>
<td>Crystal City Transp. Infrastructure</td>
<td>$ 90,980,000</td>
</tr>
<tr>
<td>Metro*</td>
<td>$ 80,700,000</td>
</tr>
<tr>
<td>Local Initiatives</td>
<td>$ 11,200,000</td>
</tr>
<tr>
<td>Total</td>
<td>$ 474,700,000</td>
</tr>
</tbody>
</table>

*Excludes ~ $25M annual local contribution for Metro operating expenses.
External Funding Sources Leveraged

![Graph showing external funding sources leveraged from FY 2008 to FY 2012. The graph indicates a steady increase in funding over time, with a sharp rise in FY 2011. The sources leveraged and TCF are represented by different colors.](image_url)
Selected Capital Improvement Projects

Legend
- County projects
- County projects
- County / VDOT projects
- Target areas
- Commercial areas

Map produced by Arlington County DES
April 19, 2011

- Lee Hwy / Harrison St intersection improvements
- Lee Hwy / Glebe intersection improvements
- Glebe Rd / Fairfax Drive improvements
- Fairfax Drive / Ballston Metro street improvements
- Wilson Blvd improvements
- Clarendon Circle
- Clarendon Metro Plaza
- Rosslyn Metro Access Improvement Project
- N Oak St streetscape
- Courthouse / 50 interchange
- Glebe / 50 interchange
- Columbia Pike realignment
- Columbia Pike / Washington Blvd interchange
- Columbia Pike streetcar and street improvements
- Pentagon City tunnel and elevator
- Crystal City transitway and street improvements
- ART House Street Improvements
- ART House
Transit Projects

• Rosslyn Metro Elevators
• Route 1 Corridor Streetcar
• Crystal City-Potomac Yard Transitway
• Columbia Pike Streetcar
• ART Fleet Enhancements
• Bus Stop and Shelter Program
Rosslyn Metrorail Station Access Improvements
Crystal City - Potomac Yard Transitway

Stop Design (North End)

Stop Design (South End)

Location

Legend
- Proposed Station Stop Location
- Proposed Alignment
ART Fleet Enhancements
Streets and Other Multi-Modal Projects

• Complete Streets Program (Arterials)
  – Virginia Square/Ballston
  – Rosslyn
  – Crystal City
  – Columbia Pike

• Traffic Signal System Upgrade

• Streetlight Program Upgrade (Commercial Districts)

• WalkArlington (Commercial Districts)

• BikeArlington (Countywide)

• Bridge/Interchange Improvements (State lead)
Wilson Boulevard Street Improvements

Before

After

Location
Columbia Pike “Town Center” Improvements
TSM Fiber Project
Capital Bikeshare Program
Arlington’s strategies have yielded substantial transportation, environmental and economic benefits - allowing continued growth with less reliance on auto trips, and more use of transit and other travel options.

- It isn’t just one policy but many that contribute to enhanced performance such as:
  - Building mixed use environments with highest densities around transit stops
  - Expanding viable and attractive transportation options
  - Making user information readily available and providing ongoing education and encouragement
  - Sustaining and strengthening transportation demand management (TDM)
  - Actively managing parking

- It’s not a short term commitment - to achieve the full benefits, it requires sustaining and enhancing programs and policies over time
- Sustaining strong economic and overall community performance requires ongoing investments in infrastructure.
Contact Information:

Dennis M. Leach, AICP
Deputy Director of Transportation
Arlington County
Department of Environmental Services
Division of Transportation & Development
703-228-0588
dleach@arlingtonva.us