



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## PROPOSED CIP OVERVIEW

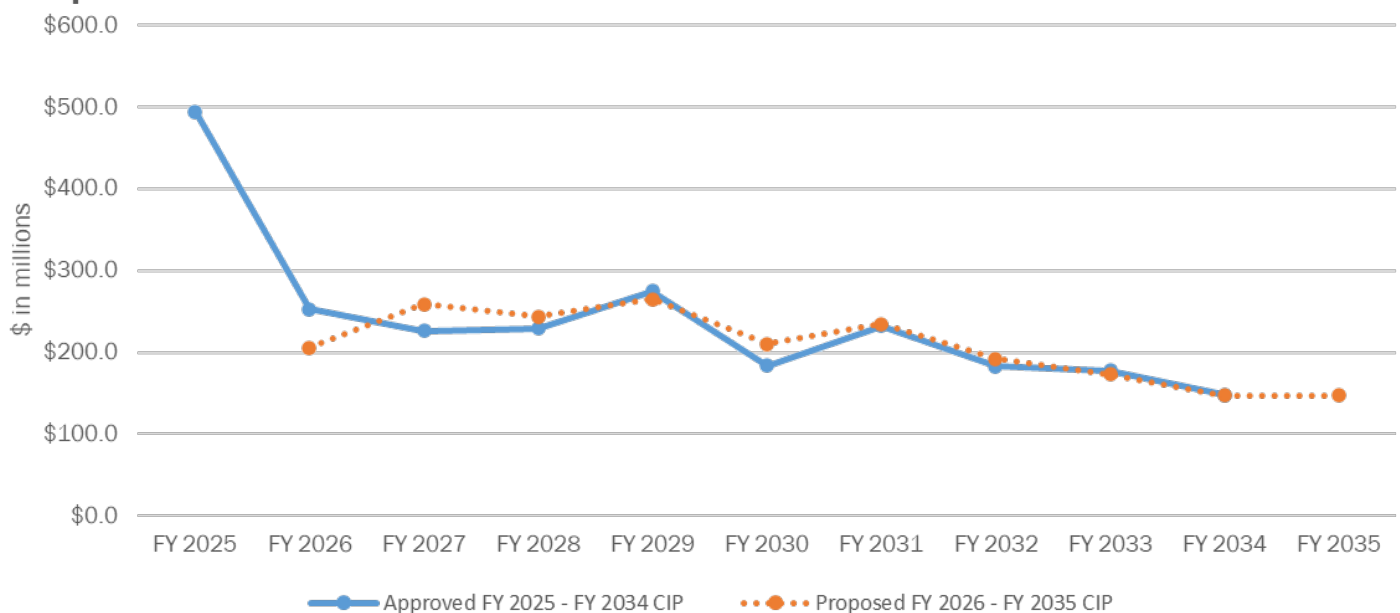
The City Manager’s Proposed FY 2026 - FY 2035 Capital Improvement Program (CIP) totals \$2.08 billion, which represents a \$324.5 million, or 13.5%, decrease from the Approved FY 2025 – FY 2034 CIP. This is largely attributable to the significant appropriations made in FY 2025 of the prior year’s Approved capital budget, which is no longer part of the 10-year capital planning window. These FY 2025 appropriations included construction funding for the majority of the City Hall, Market Square, and Parking Garage Renovation Project, George Mason Elementary School replacement, Transit Corridor “B”, Transit Corridor “C”, and the final tranche of funding to support infrastructure improvements for the Landmark Mall site redevelopment.

The Proposed CIP maintains the reserved 2.2 cents on the base real estate tax rate for the continuation of the City’s Transportation Improvement Program (TIP) Proposed by City Council beginning in FY 2012 to support capital infrastructure needs and new operating costs associated with new transportation capital projects.

The Proposed CIP reflects the one percent increase in the restaurant meals tax (from 4% to 5%) that was Approved by City Council beginning in FY 2019 and was dedicated to investments in Affordable Housing. For FY 2026 this equates to \$6.6 million and over the 10-year plan, this represents a \$72.0 million additional investment in Affordable Housing.

The City Manager’s Proposed FY 2026 - FY 2035 CIP represents a continued commitment and investment to numerous areas of critical City infrastructure, including investments in school facilities, maintenance of existing City assets and facilities, and continued substantial support of WMATA’s capital improvement program. Each of these investments are discussed in greater detail on the following pages.

### Comparison of CIPs



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



## Supporting the City Council Priorities

The City's previous Proposed Strategic Plan covered from FY 2017 – FY 2022. In lieu of developing a new five-year strategic plan, City Council adopted priorities that are to be used to provide a cohesive framework for budget and policy decisions. These priorities were developed based upon City Council discussion at the Council Retreat, held on January 29, 2022. To operationalize these values, City staff developed interdepartmental business plans for each priority. These plans will consolidate existing plans and contain specific objectives, indicators, and quarterly progress updates. Each quarter, an in-depth update on two of the priorities will be provided to City Council and the community.

Periodically, City Council reviews and updates their priorities. At their February 13, 2024 legislative meeting, City Council Approved updating the City Council Priorities to the following list:

### City Council Priorities

- **Community Connection**
- **Employee Attraction & Retention**
- **Housing Opportunities**
- **Eliminate Community Disparities**
- **Economic Strength**

The workplans, along with key performance indicators, for each of these priorities can be found on the City's website; <https://www.alexandriava.gov/city-council/city-council-priorities>.

In addition to evaluating feasibility, project/program readiness, and impacts on level of service, the City Council Priorities and business plans, in combination with the City's Mission, Vision, and Values, provides another critical framework in which budgetary decisions can be made.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

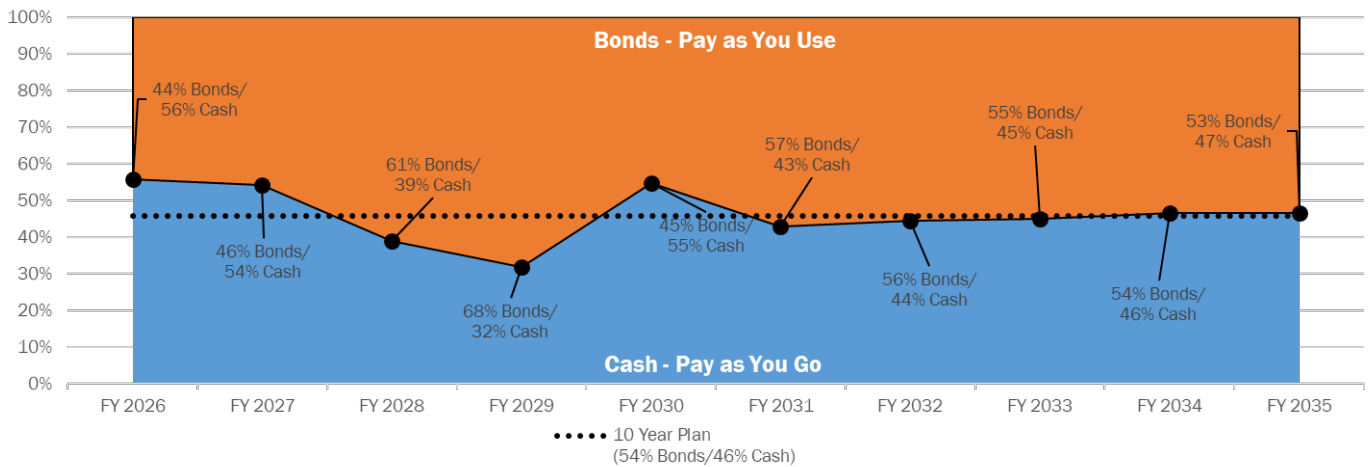
## Diversity of Capital Improvement Program Funding

The funding makeup of the City’s capital program is growing increasingly diverse each year. To help organize this complexity (which also brings new opportunities), the FY 2026 – FY 2035 CIP divides revenue sources into three different types as noted below, with the table on the next page providing more detailed information.

- **Unrestricted City funds (\$1,278.6 million)** - Includes general cash sources and General Obligation Bond revenues for the base CIP program.
- **Restricted City funds (\$490.4 million)** - Includes both cash and General Obligation Bond revenues associated with the Sanitary Sewer Fund, Stormwater Management Fund, Transportation Improvement Program, and other targeted sources. Because these restricted revenues all have legal restrictions on their available uses, it is beneficial to discuss financing issues with them separately.
- **Non-City funds (\$308.0 million)** generally include State and Federal grants (including NVTA funding), private developer capital contributions, and revenues from the City’s telecommunication financial agreement with Comcast. These revenues are also restricted in their use.

The City’s identified funding sources have a 46% cash / 54% borrowing structure in this year’s 10-year plan.

### Cash vs. Borrowing Sources





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In municipal finance, there are no generally recognized specific mathematical benchmarks for cash capital funding. The bond rating agencies' view of cash capital is positive, but the bond rating agencies do not set minimum threshold expectations. In general, the City considers having an overall CIP which is 25% cash capital from all cash sources as healthy. Therefore, the City's 10-Year CIP cash capital level of 46% exceeds the healthy level of 25%. Individual years may fluctuate percentage shares based on type and level of project funding for specific years. This reflects the City's commitment to both execute a large dollar volume of CIP projects, but at the same time also keep its debt at reasonable AAA/Aaa levels.

Revenues	Approved FY 2025 - FY 2034	Proposed FY 2026 - FY 2035	Difference
<b>Unrestricted</b>			
Cash Sources (Including G/F Transfer)	\$ 369,172,852	\$ 373,844,013	\$ 4,671,161
G.O. Bonds	\$ 1,040,730,473	\$ 870,788,863	\$ (169,941,610)
GO Bond Interest Earnings	\$ -	\$ 4,000,000	\$ 4,000,000
Use of CIP Designated Fund Balance	\$ 23,000,000	\$ 30,000,000	\$ 7,000,000
<b>Subtotal, Unrestricted City Revenues</b>	<b>\$ 1,432,903,325</b>	<b>\$ 1,278,632,876</b>	<b>\$ (154,270,449)</b>
<b>Restricted</b>			
Residential Refuse Fee	\$ -	\$ 950,000	\$ 950,000
Use of ACPS Designated Fund Balance	\$ 1,675,563	\$ -	\$ (1,675,563)
Sanitary Sewer (Cash Sources)	\$ 84,343,200	\$ 73,597,200	\$ (10,746,000)
Sanitary Sewer (GO Bonds)	\$ 39,430,000	\$ 41,760,000	\$ 2,330,000
Stormwater Management (Cash Sources)	\$ 81,066,391	\$ 66,861,900	\$ (14,204,491)
Stormwater Management (GO Bonds)	\$ 201,879,000	\$ 213,974,000	\$ 12,095,000
Transportation Improvement Program (Cash Sources)	\$ 21,002,800	\$ 21,295,500	\$ 292,700
Meals Tax Dedication for Affordable Housing	\$ 69,225,010	\$ 71,972,000	\$ 2,746,990
Landmark Redevelopment Supported Bonds	\$ 28,000,000	\$ -	\$ (28,000,000)
<b>Subtotal, Restricted City Revenues</b>	<b>\$ 526,621,964</b>	<b>\$ 490,410,600</b>	<b>\$ (36,211,364)</b>
<b>Non-City</b>			
NVTA 70%	\$ 108,000,000	\$ 44,200,000	\$ (63,800,000)
NVTA 30%	\$ 46,078,000	\$ 51,688,000	\$ 5,610,000
Other State and Federal Grants	\$ 283,562,736	\$ 207,273,760	\$ (76,288,976)
Private Capital Contributions	\$ 2,800,000	\$ 850,000	\$ (1,950,000)
Intergovernmental Revenue (Forfeited Assets)	\$ 223,500	\$ -	\$ (223,500)
Comcast Revenues	\$ 1,356,100	\$ 3,944,600	\$ 2,588,500
<b>Subtotal, Non-City Revenues</b>	<b>\$ 442,020,336</b>	<b>\$ 307,956,360</b>	<b>\$ (134,063,976)</b>
<b>Total, All Revenue Sources</b>	<b>\$ 2,401,545,625</b>	<b>\$ 2,076,999,836</b>	<b>\$ (324,545,789)</b>

## Notes:

- The Proposed FY 2026 Capital Budget identifies \$91.1 million in projects that will be financed through borrowing. However, the City's next contemplated bond issuance may differ in size and timing, based on staff's analysis of the projected cash flow of existing on-going projects and through monitoring the schedules of newly planned projects. Any borrowing that is delayed based upon this cash flow analysis will need to be considered in future debt issuances. For debt-using capital projects, the current delayed borrowing balance totals approximately \$518.3 million and is factored into the City's debt modeling and monitoring of adopted debt management policies.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## Project Categorization

The Proposed FY 2026 – FY 2035 CIP addresses four broad areas of expenditure:

- Protection of the City’s investment in existing public facilities and infrastructure (physical assets) through capital maintenance or renovations;
- Planning and construction of major new public facilities and infrastructure, including new or replacement information technology systems;
- Planning and construction of major infrastructure related to the City’s stormwater management systems; and
- Alexandria City Public Schools capital infrastructure needs.

The Proposed FY 2026 – FY 2035 CIP is consistent with capital plans from recent years in that it places a emphasis on maintaining the existing core facilities and infrastructure of the City, while utilizing new funding to provide support for projects that will provide new and expanded City facilities.

<b>Project Category</b>	<b>Total FY 2026 - FY 2035</b>
Category 1 - Asset Maintenance	\$ 1,035,815,676
Category 2 - Renovations/Existing Assets	\$ 185,876,735
Category 3 - New Facilities	\$ 269,564,725
Alexandria City Public Schools (Category 1, 2, & 3 Projects)	\$ 289,200,000
Information Technology Plan	\$ 97,811,600
Affordable Housing	\$ 81,972,000
CIP Development & Implementation Staff	\$ 116,759,100
<b>Total, All Categories</b>	<b>\$ 2,076,999,836</b>

The CIP categorizes projects into one of three categories, as well as Alexandria City Public Schools (ACPS) funding, the City’s Information Technology (IT) Plan, CIP Development & Implementation Staff, and Affordable Housing. The distribution of funding across the different categories is shown above. Categories are defined as follows:

- **Category 1: Asset Maintenance** – funding streams that cover an ongoing maintenance need for an existing City asset;
- **Category 2: Renovations/Existing Assets** – specific large renovation or restoration projects that are necessary cyclically or periodically, but can be scheduled for a specific time period. These projects also pertain to existing City assets;
- **Category 3: New Facilities** – projects that result in a new or expanded facility or level of service and can be scheduled;
- **Alexandria City Public Schools (ACPS)** – represents the total of all contemplated funding for ACPS;
- **Information Technology Plan** – projects included in the ten-year plan that are Information Technology focused;

# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



- **Affordable Housing** – represents the funding dedicated to Affordable Housing projects through the one percent increase in the restaurant and meals tax averaging about \$7.2 million per year, and the \$1.0 million per year for Affordable Housing that the City committed to as part Northern Virginia’s efforts to attract the Amazon HQ2 campus to the Alexandria-Arlington area; and
- **CIP Development & Implementation Staff** – funding for City staff that are working directly on implementing capital projects that are charged to the CIP.

Beyond basic capital maintenance issues, the Proposed CIP reflects a vision for the City’s future, and includes a number of projects that are considered service expansions or new facilities (Category 3 projects). Of the \$269.6 million in Category 3 projects, \$121.9 million (from both City and non-City sources) is for new and expanded transportation and transit infrastructure projects, including construction of the Duke Street Transit Corridor, Landmark Transit Center, and the DASH Facility and Fleet Expansion projects.

Other significant Category 3 projects include:

- Funding for targeted investments in the City’s stormwater management and sanitary sewer systems, including the Hoofs Run Culvert Bypass (\$40.4 million), the Pitt & Gibbon Combined Sewer Capacity Project (\$28.0 million); and
- Funding totaling \$40.0 million to support the Waterfront Flood Mitigation project’s construction budget.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## CIP PURPOSE & DEFINITIONS

The adoption of the CIP by the City Council is an indication of its support of both the capital projects that the City intends to pursue, and a plan for the anticipated levels of financing needed to fund these capital projects over the 10-year period.

The adoption of the 10-year CIP is neither a firm commitment to a particular project nor a limitation to a particular cost. As a basic tool for prioritizing and scheduling anticipated capital projects and capital financing, the CIP is a key element in planning and managing future debt service requirements. Only the first year of the CIP represents a funding commitment for the project to proceed to the next stage, or to be implemented depending on the level of funding provided.

The City defines capital project expenditures (as opposed to an operating expenditure) as:

***An expenditure of more than \$10,000 that acquires, expands, repairs, or rehabilitates a physical asset with a useful life of at least three years and typically much longer than three years. These also include technology related expenditures.***

It does not include day-to-day maintenance expenditures such as custodial or janitorial services, minor (less than \$10,000) carpentry, minor electrical and plumbing repairs, or repair or routine replacement of fixtures or furniture.

### CIP Priorities for FY 2026 – FY 2035

The Proposed FY 2026 – FY 2035 CIP is largely consistent with- and follows the guidelines outlined during the development of the Approved FY 2025 – FY 2034 CIP. These guidelines included:

- Using the previously Approved CIP as the “base” for the Proposed FY 2026 – FY 2035 CIP;
- Incorporating City Council guidance, policy directions, and adopted City Council Priorities into the plan;
- Working to align projects with the City Council’s budget priorities and guidance;
- Preserving and maintaining the City’s existing physical assets;
- Executing and completing previously funded projects before requesting additional funding;
- Addressing ACPS capital needs; and,
- Addressing Washington Metropolitan Area Transportation Authority (WMATA) capital requests.

# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



## Development of Proposed CIP

The development of the Proposed FY 2026 – FY 2035 CIP began in fall 2024, with the release of guidance to departmental staff on expectations for the upcoming 10-year capital plan. This guidance outlined the need to remain within the funding levels contemplated for FY 2026 – FY 2034 in the Approved FY 2025 – FY 2034 CIP, and that the ability to increase the level of capital investment would be very limited.

The same guidance that was provided to departments was also provided to Alexandria City Public Schools (ACPS) staff. On September 25, 2024, the City Manager provided a guidance letter to the ACPS Superintendent on what was likely feasible to fund in the Proposed FY 2026 operating budget and Proposed FY 2026 – FY 2035 CIP. Subsequently, this guidance was reaffirmed by City Council and incorporated into their budget guidance resolution to the City Manager, approved at the November 26, 2024 legislative meeting.

Additionally, during the fall of 2024, a Joint City Council/School Board session was held to discuss the Schools' capital needs, and CIP affordability and sustainability was included as an agenda item the annual City Council Retreat.

City Office of Management and Budget (OMB) staff and the City Manager's Office met throughout fall 2024/winter 2025 to craft a CIP recommendation for the City Manager and to outline major policy issues facing the CIP. These recommendations were presented to the City Manager in January 2025. Subsequently, the City Manager worked with OMB to finalize the project composition and funding levels recommended in the Proposed FY 2026 – FY 2035 CIP for presentation to City Council on February 25, 2025.

## Reductions and Reallocations to Support Increases to City Projects

The City's Capital Budgets for FY 2022 – FY 2025 included significant levels of appropriation to support the Waterfront Flood Mitigation project, and the City Hall, Market Square Plaza, and Parking Garage Renovation project. As both of these projects have advanced in the planning and design processes, project scope and costs have been refined. For both projects, a funding gap has been identified that will need to be addressed to meet the project scope and objectives that have been outlined with City Council and residents, and approved as parts of previously approved capital budgets.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



The Proposed FY 2026 – FY 2035 CIP includes additional appropriations to support these projects. The proposed CIP includes an increase of \$40.0 million to support the Waterfront Flood Mitigation project and \$30.0 million to support the City Hall, Market Square Plaza, and Parking Garage Renovation project. Additionally, City staff identified \$26.4 million in other project increases necessary to complete on-going projects, maintain adequate funding for critical State of Good Repair (SOGR) programs, or address emergent needs that were not known at the time of last CIP's development. These project budget increases include:

- Funding to address significant increases in costs and increases in lead-time and delivery of heavy vehicle and apparatus to support state of good repair of Alexandria Fire Department fleet (\$8.1 million);
- Funding to address increases in costs related to state of good repair needs of DASH bus fleet (\$5.5 million);
- Funding for the build-out of office spaces to relocate City employees currently located at City Hall during the City Hall, Market Square Plaza, and Parking Garage construction period (\$5.2 million);
- Funding to address construction budget funding gap for Old Town Pool renovation (\$2.0 million);
- Acceleration of funding in the Alexandria Police Department Capital Facility Maintenance Programs (CFMP) to address to critical HVAC and emergency power system repairs (\$2.0 million);
- Funding for construction/improvements to John Ewald Park focused on improving safety, desired recreational uses, accessibility, and overall improvements to the site configuration (\$2.0 million);
- Creation of new CFMP accounts to support capital maintenance needs at the Northern Virginia Juvenile Detention Center and Sheltercare Facilities (\$1.1 million);
- Acceleration of funding in the Public Pools maintenance program to align pool relining work at the Chinquapin Rixse pool with planned work at that site to improve building accessibility, and minimize down-time for residents (\$0.2 million);
- Funding to begin planning process and analysis of recreation facilities/amenities needs to support adopted Alexandria West small area plan (\$0.2 million); and
- Acceleration of funding to study long-term use of the Cameron Run site (currently operated by NOVA Parks) to better align with end of current operating agreement between the City and NOVA Parks (\$0.1 million).

# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



The City Manager directed departmental staff and the Office of Management and Budget to address this funding gap without increasing the overall contemplated level of general-fund supported borrowing or cash capital funding included in the Approved FY 2025 – FY 2034 CIP. Addressing this funding gap, required reductions and reallocations from projects (including both prior year balances, and reductions in planned appropriations originally included in FY 2026 – FY 2034 in the Approved CIP), along with the identification of one-time funding sources that would not require the City to increase its planned levels of borrowing. In total, \$98.1 million in reductions and reallocations were identified. The \$98.1 million in reductions identified are categorized as follows:

- **Prior Year Balances (\$14.5 million):** identified prior year funds available in projects that have reached substantial completion and/or project timeline & scope requires significant evaluation and re-requesting of funding in future CIP development cycle;
- **One-Time Funding Sources (\$29.1 million):** identified funding that could be used to support the CIP, that are not reoccurring (example: use of portions of General Fund fund balance above the City’s spendable fund balance target);
- **On-Going Programs with Sufficient Balances (\$49.7 million):** similar to previous CIP development cycles, on-going capital programs were evaluated for the rate of project execution/expenditure and funding plans were adjusted to be better align with rate of execution; and
- **Reductions to Service Expansion Projects (\$4.9 million):** reductions/allocations from projects that were not directly aligned to maintaining state of good repair of an existing asset or service. Due to current funding constraints, these projects/portions of projects will need to be reconsidered in a subsequent CIP development cycle. This category includes the following projects:
  - Citywide Electric Vehicle Charging Stations – reduced FY 2026 funding by \$937,000; project retains \$500,000 in FY 2026 and all previously planned outyear funding.
  - Office of Historic Alexandria Waterfront Museum Feasibility Study – funding eliminated for museum study. Funding remains in OHA Initiatives project to address immediate term storage needs of waterfront artifacts/ships and a more limited scope planning and strategy work for Waterfront historical initiatives.
  - Data Quality and Intelligence Platforms -prior year and future planned funding fully eliminated.
  - Fort Ward Management Plan Implementation – prior year and future funding planned for design/construction of interpretive trail eliminated. Project retains funding for maintenance needs at Fort Ward.
  - Recreation Center Market Response and Program Support – prior year funding fully eliminated.

Active capital projects impacted by this reductions and reallocations exercise are noted on individual projects pages in the “Changes from Prior CIP” section.

# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



## Utilization of Project Labor Agreements for City Capital Projects

On November 26, 2024, City Council adopted a resolution to establish its FY 2026 budget guidance to the City Manager. Included in the budget guidance resolution are instructions to identify capital projects that would be considered for use of Project Labor Agreements (PLAs).

## Potential Capital Projects and Programs

The City Manager Proposed FY 2026 – FY 2035 CIP, includes 6 capital projects or programs with a construction contract value estimated to be greater than \$35 million. These projects (listed in the following table) will be explored further for implementation of PLAs.

CIP Section	Project/Program Title	FY 26-35 Funding Total	Estimated Construction Cost
Public Buildings	City Hall, Market Square Plaza, and Garage Renovation	\$39.3 M plus prior year funding	\$120.0 M
Stormwater Management	Large Capacity - Hooffs Run Culvert Bypass	\$40.4 M, plus prior year funding	\$53.6 M
Stormwater Management	Large Capacity – Commonwealth & E. Glebe/Ashby & Glebe	\$16.0 M, plus Prior Year Funding	\$58.3 M
Stormwater Management	Storm Sewer Capacity Projects	\$66.9 M	TBD / Multiple Contracts
Transportation	Transit Corridor "B" - Duke Street	Prior Year Funding	\$75.0 M
Transportation	Transit Corridor "C" - West End Transitway	Prior Year Funding	\$73.3 M

In addition to the list above, the Proposed FY 2026 – FY 2035 CIP includes \$289.2 million over the 10-year plan to support School capital projects. Within the School capital program, the Cora Kelly Elementary School will likely have a construction contract value of \$35 million or greater.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

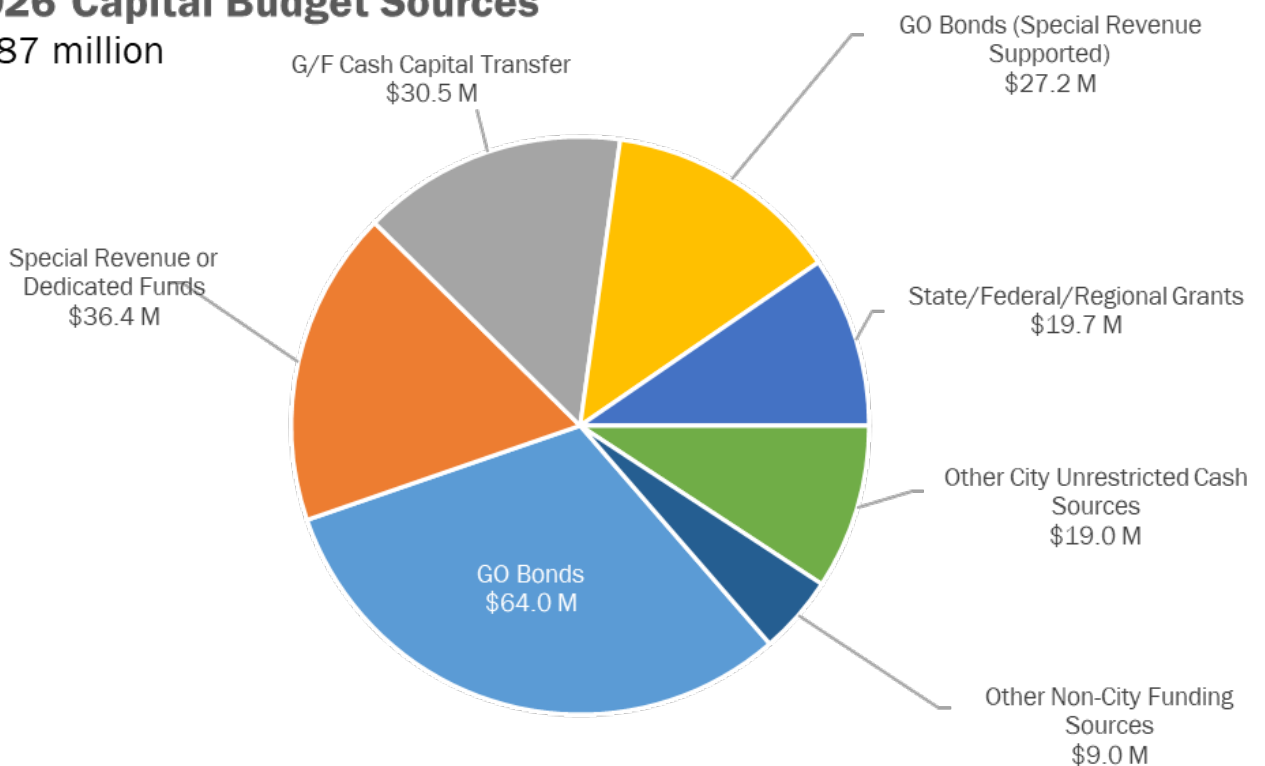
## FY 2026 PROPOSED CIP SOURCES AND USES

### FY 2026 Capital Year Budget Revenues (Sources)

The total Proposed single year capital budget for FY 2026 is \$205.9 million; a \$46.9 million decrease from FY 2026 in last year's Approved CIP. Changes in the FY 2026 capital budget are driven by a variety of factors, including the reduction/reallocation of funding to other critical capital needs that occur in FY 2027 or later and updates to project schedules for Large Capacity – Hooffs Run Culvert Bypass, Old Town Pool, and Oronoco Outfall Remediation Project that move project funding from FY 2026 to FY 2027. **A listing of all revenues included in the FY 2026 – FY 2035 CIP including the FY 2026 Capital Year Budget can be found in the Summary Funding Tables section of the Full CIP Document.**

### FY 2026 Capital Budget Sources

\$205.87 million



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



Revenue highlights of the Proposed FY 2026 Capital Year Budget expenditures include:

- FY 2026 revenues are split between borrowing (44%) and cash sources (56%). In municipal finance, there are no generally recognized specific mathematical benchmarks for cash capital funding. In general, having an overall CIP which is 25% cash capital from all cash sources over time is considered healthy.
- The General Fund Cash Capital Transfer (excluding dedicated TIP cash capital) amount is \$30.5 million, or 3.19% of all General Fund Expenditures. In January 2015, City Council set a target of 2.5%, and a minimum of 2.0% (which would have been equal to \$19.1 million).
- The Proposed CIP includes the use of one-time funding sources to support capital program, including use of accumulated interest earnings on bond proceeds not yet spent (\$4.0 million), and use of General Fund fund balance (\$15.0 million in FY 2026, \$30.0 million in total over FY 2026 – FY 2028).
- The Proposed CIP continues to reflect the one percent increase in the restaurant and meals tax that was Proposed by City Council beginning in FY 2019 and was dedicated to investments in Affordable Housing. This dedication totals \$6.6 million in FY 2026.
- The Proposed FY 2026 CIP includes \$9.8 million in revenue from the Stormwater Utility fee and \$27.2 million in GO Bonds backed by Stormwater Utility fee revenue. The Proposed FY 2026 capital budget continues to reflect the increased investment in flood mitigation and stormwater infrastructure recommended to City Council in January 2021.
- Non-City revenue sources, including Comcast revenues, State/Federal grants and Northern Virginia Transportation Authority (NVRTA) revenues total \$28.8 million.



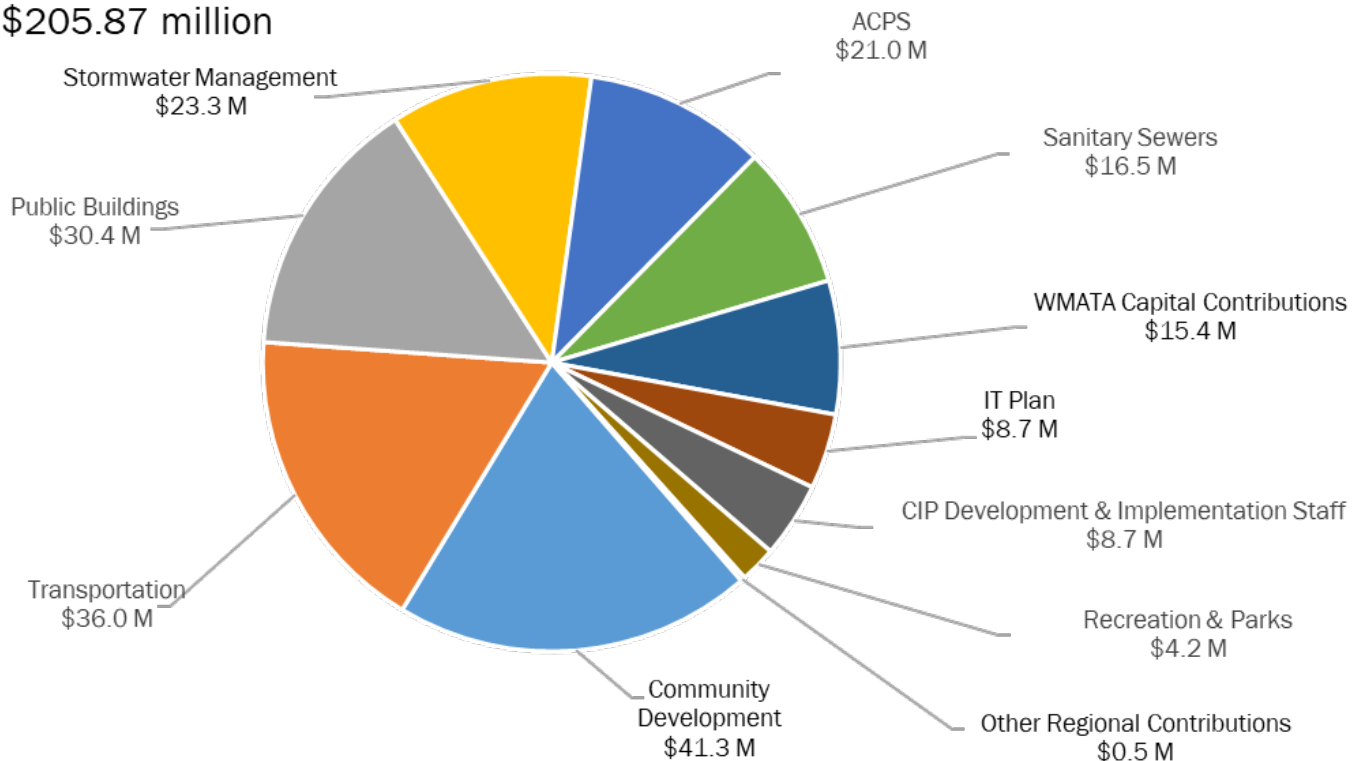
# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## FY 2026 Capital Year Budget Expenditures (Uses)

The total Proposed single year capital budget for FY 2026 is \$205.9 million; a \$46.9 million decrease from FY 2026 in last year’s Approved CIP. Changes in the FY 2026 capital budget are driven by a variety of factors, including the reduction/reallocation of funding to other critical capital needs that occur in FY 2027 or later and updates to project schedules for Large Capacity – Hooffs Run Culvert Bypass, Old Town Pool, and Oronoco Outfall Remediation Project that move project funding from FY 2026 to FY 2027. **A listing of all projects included in the FY 2026 – FY 2035 CIP, including the FY 2026 Capital Year Budget, can be found in the Summary Expenditure Tables section of the full CIP document.** The chart below and the narrative below detail only FY 2026 Capital Year Budget highlights by CIP document section.

### FY 2026 Capital Budget Expenditures

\$205.87 million



Project highlights of the Proposed FY 2026 Capital Year Budget expenditures include:

- **Alexandria City Public Schools (\$21.0 million FY 2026 Capital Year Budget)**
  - Provides funding for 100% of the School Board’s Year 1 (FY 2026) capital funding request.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

- **Transportation (\$51.4 million FY 2026 Capital Year Budget)**
  - \$26.8 million (52%) of the total \$51.4 million in planned Transportation expenditures in FY 2026 will be provided by Non-City funding sources, including state and federal grant sources, and regional sources like Northern Virginia Transportation Authority (NVTA) 30% and 70% funds.
  - \$15.4 million to support the WMATA Capital Improvement Program. This funding level reflects the impact of legislation passed by the Virginia General Assembly in 2018 to provide a dedicated funding stream for WMATA’s capital improvement needs.
  - \$5.5 million for Street Reconstruction and Resurfacing. The planned investment will support the resurfacing of approximately 50-55 lane miles in FY 2026.
  - \$5.2 million for DASH Bus Fleet Replacement for state of good repair rolling stock replacement.
  - \$5.0 million to provide multimodal upgrades as part of the South Van Dorn Bridges project.
  - \$2.2 million for bridge repairs and refurbishments.
  
- **Recreation and Parks (\$4.2 million FY 2026 Capital Year Budget)**
  - \$1.8 million to support Old Town Pool Renovation project.
  - \$3.8 million for capital maintenance of parks, playgrounds, recreation centers, and other public spaces.
  
- **Public Buildings (\$30.4 million FY 2026 Capital Year Budget)**
  - \$19.3 million for the renovation of City Hall, Market Square Plaza, and Parking Garage.
  - \$5.4 million for a portion of identified maintenance and repair projects, as part of the City’s Capital Facilities Maintenance Programs (CFMPs).
  
- **Information Technology Plan (\$8.7 million FY 2026 Capital Year Budget)**
  - \$5.6 million is budgeted to maintain the City’s IT infrastructure, with \$1.9 million of those costs offset by Comcast revenue earmarked for specific network infrastructure improvements.
  
- **Sanitary Sewers (\$16.5 million for FY 2026 Capital Year Budget)**
  - FY 2026 funding maintains the portions of the Sanitary Sewer system under the City’s responsibility, along with supporting AlexRenew’s efforts to construct Combined Sewer Outfall (CSO) overflow mitigation projects. In 2018, the City entered into an agreement with Alexandria Renew Enterprises (AlexRenew) to transfer ownership of the CSOs, along with responsibility for constructing and financing infrastructure to mitigate CSO overflows.
  
- **Stormwater Management (\$23.3 million FY 2026 Capital Year Budget)**
  - The Proposed FY 2026 capital budget continues to reflect the increased investment in flood mitigation and stormwater infrastructure recommended to City Council in January 2021. This includes:
    - \$16.0 million for capacity improvement at Commonwealth Ave., E. Glebe Road, and Ashby St.
    - \$4.2 million for Storm Sewer System Spot Improvement projects
    - \$0.5 million for inspection, cleaning, and repair of existing stormwater infrastructure

# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



- \$0.9 million to continue Stream & Channel Maintenance projects
  
- **Community Development (\$41.3 million FY 2026 Capital Year Budget)**
  - \$25.5 million to support the Waterfront Flood Mitigation project. In addition to this \$25.5 million, \$14.5 million in prior year balances have been identified to transfer to this project. In total, the Waterfront project budget will increase \$40.0 million.
  - \$7.6 million for investments in Affordable Housing. This includes \$6.6 million in funding from the restaurant and meals tax dedication Proposed by City Council in 2018, and an additional \$1 million committed to Affordable Housing by the City as part of the region’s efforts to attract the Amazon HQ2 campus to Northern Virginia.
  - \$6.7 million for state of good repair purchases of heavy vehicles and apparatus for the Alexandria Fire Department.
  
- **Other Regional Contributions (\$0.5 million FY 2026 Capital Year Budget)**
  - \$0.5 million in capital improvements for the NOVA Parks.





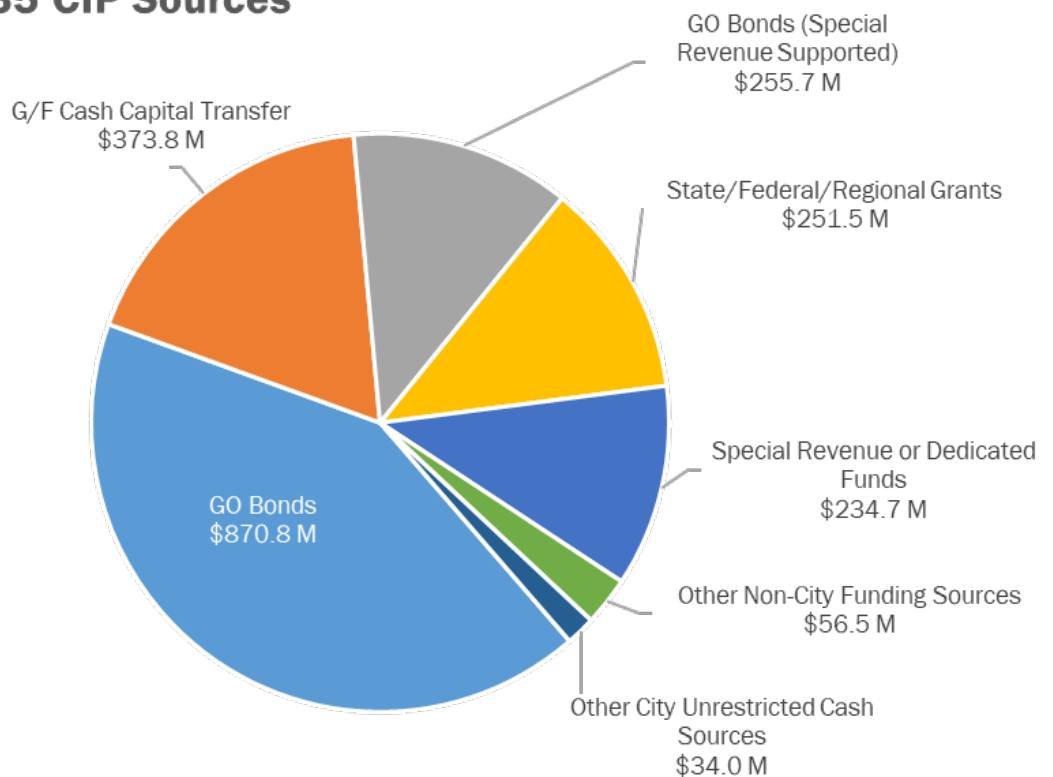
# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## FY 2026 – FY 2035 PROPOSED CIP SOURCES AND USES

### FY 2026 – FY 2035 Capital Improvement Program – Ten-Year Sources and Uses Overview

The City Manager’s Proposed FY 2026 - FY 2035 Capital Improvement Program (CIP) totals \$2.08 billion, which represents a \$324.5 million, or 13.5%, decrease from the Approved FY 2025 – FY 2034 CIP. **A listing of all funding sources included in the FY 2026 – FY 2035 CIP can be found in the Summary Funding Tables section of the full CIP document.** The narrative below provides only highlights of the 10-year plan revenues and expenditures.

### FY 2026 - FY 2035 CIP Sources \$2.077 billion



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview



## **FY 2026 – FY 2035 CIP Revenue (Sources) highlights include:**

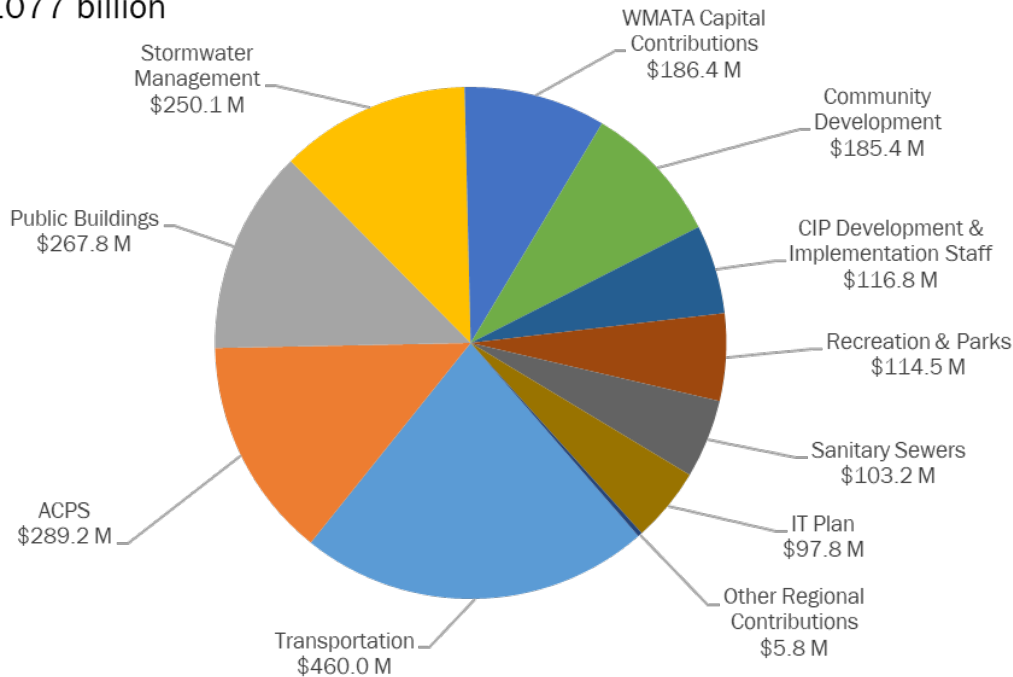
- Continued use of Northern Virginia Transportation Authority (NVTA) for both regional (Transit Corridor “B” – Duke Street) and local (DASH bus replacements) projects. A total of \$95.9 million is budgeted from NVTA sources in the FY 2026 – FY 2035 CIP.
- Over the ten-year plan, the General Fund Cash Capital Transfer is above the City Council adopted target of 2.5% of General Fund expenditures annually, averaging 3.4% over the ten-year plan. The percentage as it relates to total General Fund expenditures in FY 2026 is 3.2%. The percentage in FY 2026 is slightly lower than out-years of the capital plan due to the application of one-time funding sources, like use of General Fund fund balance, in lieu of portions of the General Fund Cash Capital Transfer to help offset increases in General Fund supported debt service.
- The Proposed CIP continues to reflect the one percent dedication of the restaurant meals tax to investments in Affordable Housing. This dedication, along with additional committed funds, totals \$82.0 million over the 10-year plan.
- Private capital contributions, including Comcast Revenues, supporting capital infrastructure projects throughout the City total \$4.8 million.
- Stormwater Utility Fees will provide an estimated \$66.9 million in cash funding for the Proposed CIP and an additional \$214.0 million in utility fee backed GO Bonds.
- State and federal grant sources provide \$207.3 million over the 10-year plan to support investments in the City’s transportation infrastructure, including improvements to streets, bridges, and intersections (\$22.6 million), public transit (\$125.9 million), and the City’s Smart Mobility Program (\$7.7 million).



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

**FY 2026 – FY 2035 CIP Project (Uses) highlights include:**

## FY 2026 - FY 2035 CIP Expenditures \$2.077 billion



- The City Manager’s Proposed FY 2026 – FY 2035 Capital Improvement Program includes funding for schools’ capital projects totaling \$289.2 million, which is largely consistent with the funding levels and timing included for schools in the Approved FY 2025 – FY 2034 CIP and the funding guidance provided to ACPS in fall 2024. On September 25, 2024, the City Manager provided guidance to the ACPS Superintendent on what was likely feasible to fund in the Proposed FY 2026 operating budget and Proposed FY 2026 – FY 2035 CIP. Subsequently, this guidance was reaffirmed by City Council and incorporated into their budget guidance resolution to the City Manager, approved at the November 26, 2024 legislative meeting. The City Manager’s Proposed CIP provides funding for 84% of the capital funding request approved by the School Board for FY 2026 – FY 2035.
- The Proposed CIP includes \$800.2 million to fund the City’s Capital Facility Maintenance Programs (CFMPs), State of Good Repair (SOGR) programs, and other major renovations (i.e. City Hall).
- Stormwater funding totals \$250.1 million and is inclusive of the expanded and accelerated work program to address flood mitigation and stormwater infrastructure that was presented to City Council in January 2021.
- Funding to continue the City’s Street Reconstruction and Repaving program totals \$66.0 million over the ten-year plan.
- DASH Bus Fleet Replacements total \$144.7 million over the ten-year plan, which will provide for State of Good Repair replacement of rolling stock, and provide opportunities to leverage local funding for state, federal, and regional grants for electrification of the fleet.
- WMATA capital funding totaling \$186.4 million. This capital support includes the City’s local match required as part of the State dedicated funding. This amount does not include the planned use of NVTC proceeds from State and gas tax funding which the City will use to offset some of the capital costs.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## DEBT RATIOS, CASH CAPITAL, & DEBT SERVICE

The Proposed FY 2026 – FY 2035 Capital Improvement Program assumes borrowing in the amount of \$1.13 billion to fund the capital infrastructure needs identified throughout this document. Included in that amount are \$214.0 million in bonds for Stormwater Management projects backed by Stormwater Utility Fee revenue and \$41.8 million in bond for Sanitary Sewer projects backed by the Sanitary Sewer maintenance fee revenue. The remaining \$870.8 million in General Fund backed bonds are planned over the ten years for other City projects, including Alexandria City Public Schools capital infrastructure needs (borrowing comprise \$251.0 million of future ACPS capital costs in the ten-year plan).

While the ten-year CIP includes additional borrowing, the plan also assumes the re-payment of \$1.04 billion in principal payments on prior year and planned bond issuances. Of this \$1.04 billion in principal payments, \$143.0 million will be paid through Sanitary Sewer fees, Stormwater Utility fees, and Potomac Yard generated tax revenues. The debt service on the remaining bonds is paid back through the City's General Fund. This amount of debt planned is consistent with debt ratios that support the City's hard-earned AAA/Aaa bond ratings. Additional borrowing will impact the annual operating budget through increased debt service payments.

### City Council Approved Debt Ratios

City Council passed a set of debt-related financial policies on June 9, 1987. During FY 1998, the Budget and Fiscal Affairs Advisory Committee (BFAAC), a City Council appointed citizen committee, analyzed these debt-related financial policies, and examined the City's financial condition in comparison to other jurisdictions with superior credit ratings (other double-triple A rated jurisdictions). The BFAAC and the City Manager recommended that City Council reaffirm the updated debt-related financial policies, incorporating BFAAC's recommended updates to the policies to establish a consistent set of appropriate relationships between debt targets and limits.

City Council reaffirmed its commitment to sound financial management and adopted the updated debt-related financial policies on December 9, 1997. City Council amended the policies on October 26, 1999, to allow priority consideration for an increase in the assignment of fund balance for capital project funding. On June 24, 2008, City Council adopted the City Manager's recommendation, endorsed by BFAAC, to revise the target and limit upward, reflecting the ratio of debt as a percentage of total personal income.

As part of the FY 2018 – FY 2027 CIP, the City Manager proposed modifications to the City's Adopted Debt Ratios, endorsed by BFAAC, that (1) accommodate the City's current capital needs, (2) give the City the flexibility to meet future/unanticipated capital needs, and (3) maintain a fiscally moderate position for the City that is in line with regional comparators and what bond rating agencies would view as acceptable. The changes outlined as follows will continue to support the City's status as an AAA/Aaa bond rated jurisdiction:



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

Debt Ratio	City Council Changes Adopted Debt Management Policies		
	Target	Limit	Exclusions
Debt as a Percentage of Fair Market Real Property Value	Set by CIP	2.50%	Sanitary Sewer & Stormwater Debt
Debt Service as a Percentage of General Government Expenditures	Set by CIP	12.00%	Sanitary Sewer & Stormwater Debt
10-Year Debt Payout Ratio	65.00%	50.00%	Debt Issuances Specific to Assets with a 20+ year Useful Life

In FY 2018 Staff recommended changes to the Debt as a Percentage of Real Property Value and Debt Service as a Percentage of General Government Expenditures policies after comparing the City’s current policy and forecasted capital needs to the adopted policies and actual practices of relevant comparator jurisdictions. The ratios’ limits were adjusted to a level that was sufficient to address anticipated future needs, provide additional capacity for unanticipated needs, remain compatible with each other, and avoid another adjustment in the near future, while being considered reasonable by the rating agencies. The methodology for selection of the proposed rate included review by the City’s financial advisors.

The establishment of a 10-Year Debt Payout Ratio target of 50% formalizes the City’s current practice of structuring debt with level principal payments. Highly rated jurisdictions such as the City of Alexandria often structure debt using level principal payments.

**Each year of the 10-year plan stays within these limits** for the Debt as a Percentage of Fair Market Real Property Value, Debt Service as a Percentage of General Government Expenditures, and the 10-Year Debt Payout ratios.

### Planned FY 2026 Borrowing

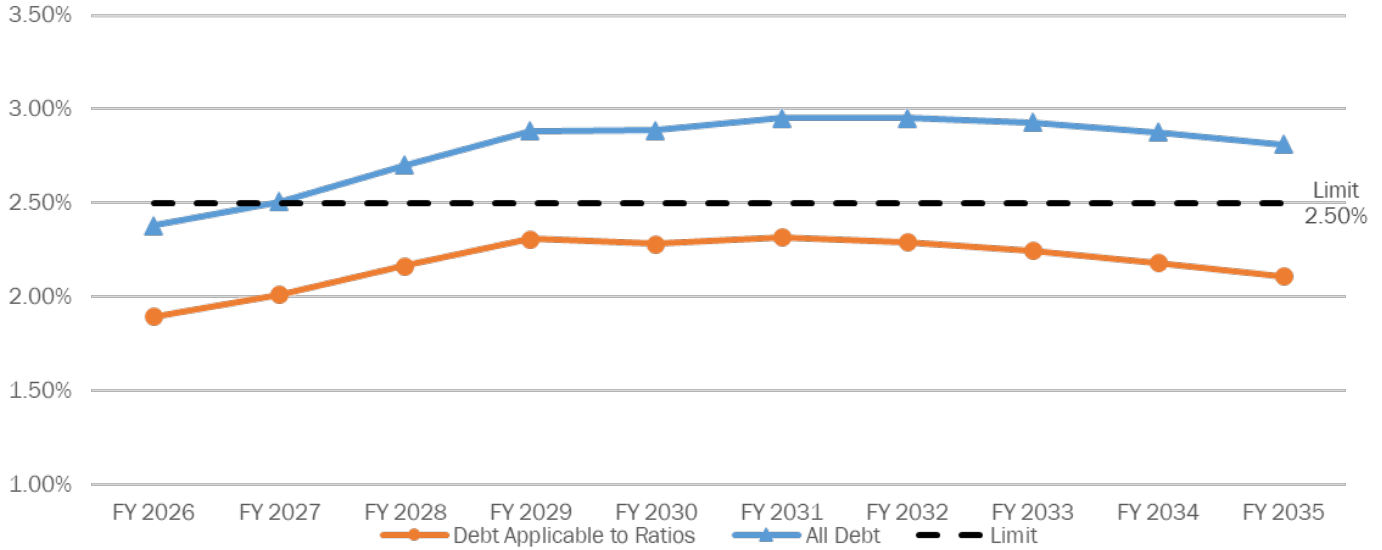
The Proposed FY 2026 Capital Budget identifies the use of \$91.1 million in authorized borrowing to support critical investments in City facilities, School Facilities, and transportation and environmental infrastructure. The City’s next contemplated bond issuance will differ in size and timing, based on staff’s analysis of the projected cash flow of existing on-going projects and through monitoring the schedules of newly planned and appropriated projects. Additionally, future bond issuances will need to address borrowing deferred based on previous cash flow forecasts (approximately \$518.3 million). As such, the debt ratio projections on the following pages and the debt service expenditures included in the Proposed Operating Budget reflect a borrowing schedule that accounts for both previously deferred borrowing and the assumption that the cash-flow needs of newly appropriated project may not require all of their bond proceeds during FY 2026.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## Debt as a Percentage of Fair Market Real Property Value

Limit = 2.50 percent; FY 2026 = 1.9 percent



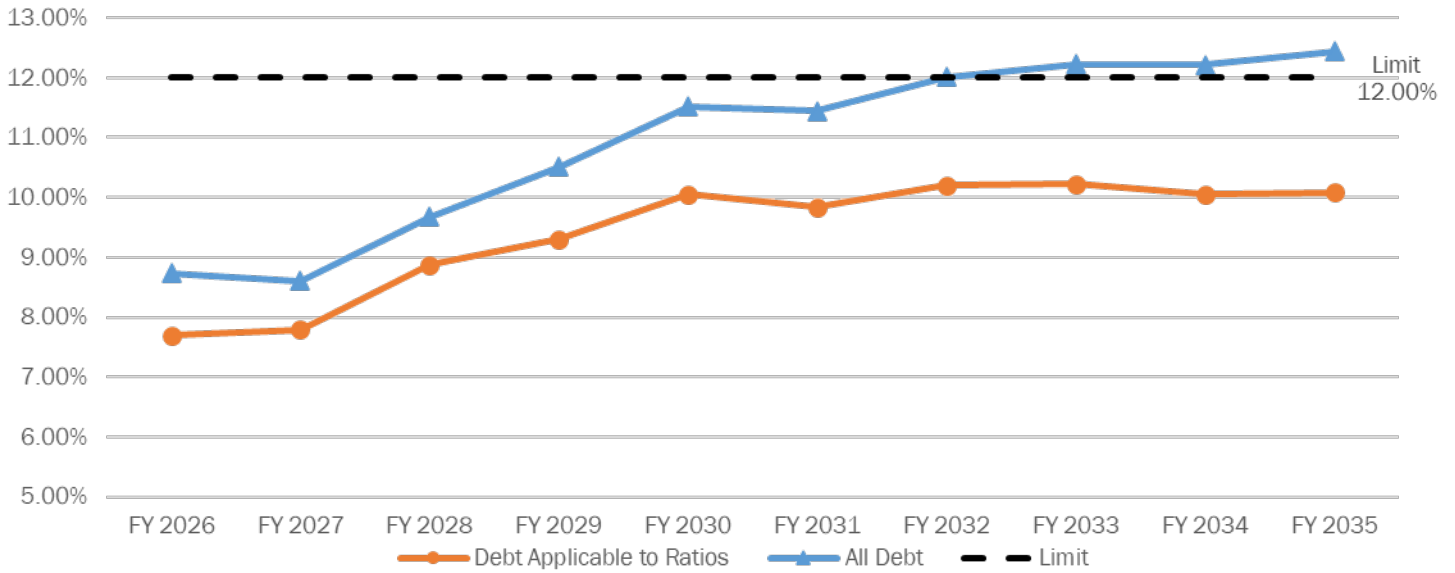
This ratio indicates the relationship between the City’s debt and the full value of real property in the City as assessed annually at fair market value. It is an important indicator of the City’s ability to repay debt because real property taxes are the primary source of the City’s revenues used to repay debt. A small ratio is an indication that the City will be better able to withstand possible future economic downturns and continue to meet its debt obligations. The City will be in compliance with this debt ratio for all 10 years of the plan.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## Debt Service as a Percentage of General Government Expenditures

Limit = 12.0 percent; FY 2026 = 7.7 percent



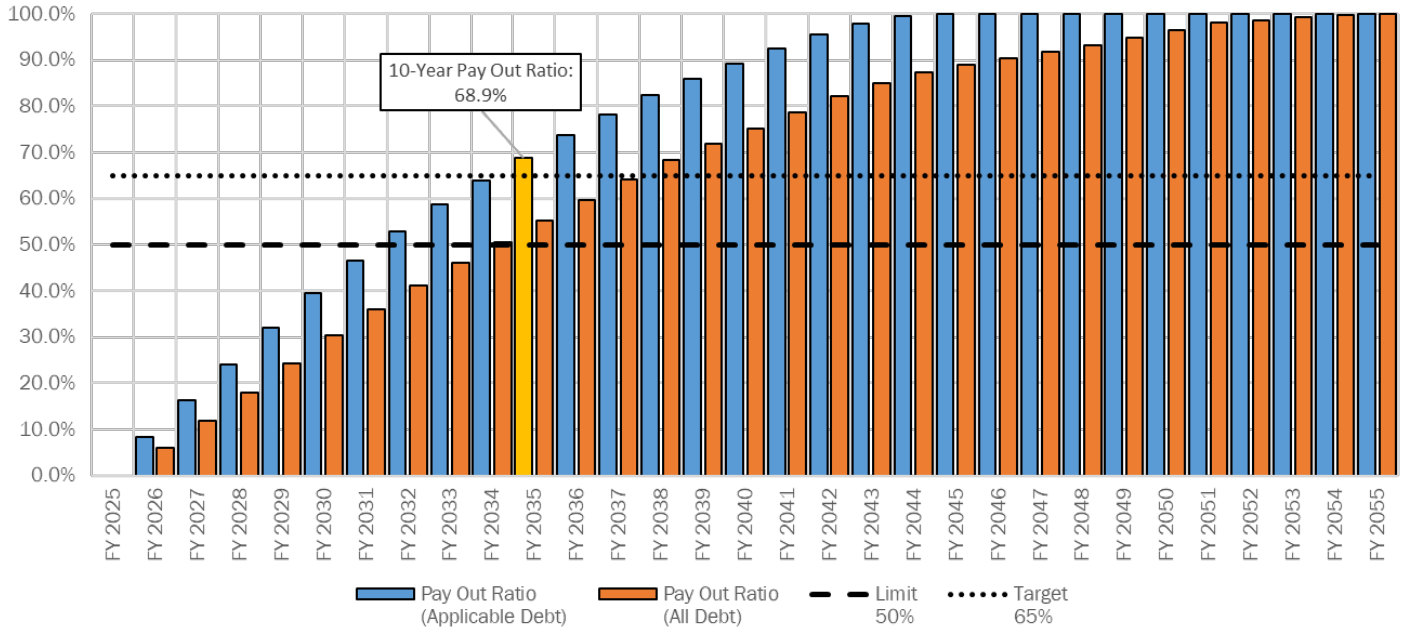
This ratio is a measure of the City’s ability to repay debt without hampering other City services. A small ratio indicates a lesser burden on the City’s operating budget. The City will be in compliance with this debt ratio for all 10 years.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## 10-Year Debt Payout Ratio

Limit = 50.0 percent; Target = 65.0 percent; FY 2026 = 68.9 percent



This ratio compares how much debt is structured to be paid off in a given period of time. A more aggressive repayment structure results in a higher ratio. The speed of the repayment of outstanding debt is one of the areas in which local governments are evaluated by the bond rating agencies. A payout ratio at or greater than 50 percent is typically viewed favorably and as best practice for municipal debt management.

This adopted debt management policy includes exemptions for debt issuances specific to assets that have a useful life of 20 years or greater. This City’s borrowing plan incorporates longer-term debt instruments for the Potomac Yard Metrorail Station and infrastructure improvements for redevelopment at the Landmark Mall site. When factoring in these longer-term issuances, the City’s 10-year debt payout ratio is **55.1%**. This payout schedule is reflected in orange bars on the graph above, whereas the blue bars represent only debt applicable to this ratio.





# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

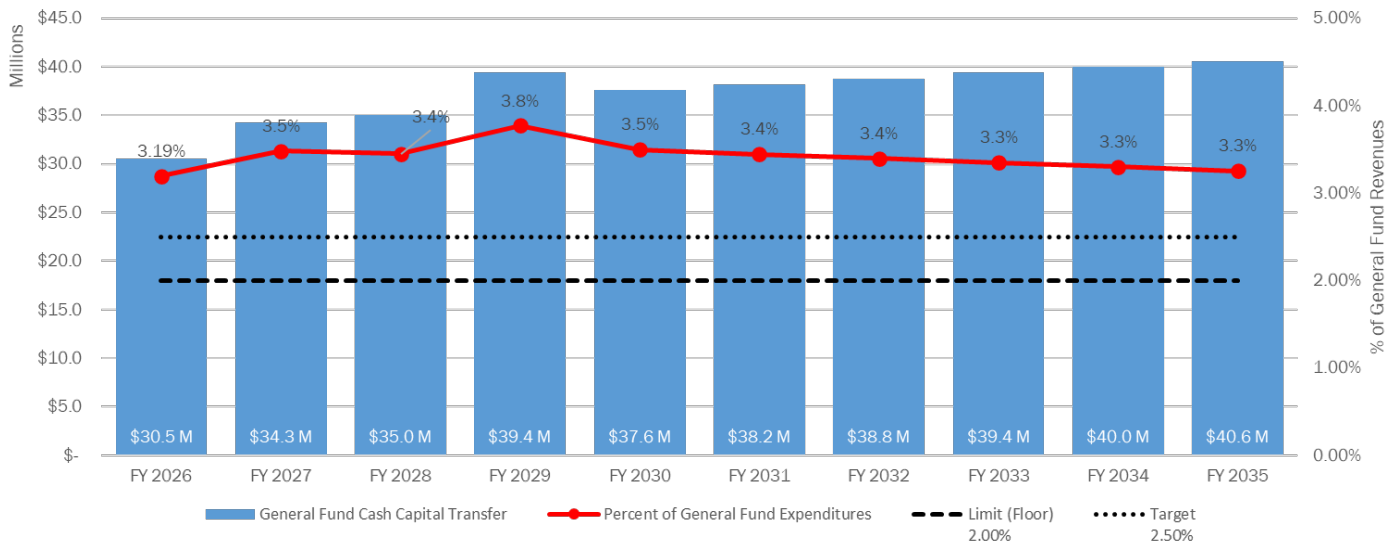
## General Fund Cash Capital Transfer

City Council adopted, in January 2015, a General Fund Cash Capital Transfer target of 2.5% and a “floor” of 2.0% of General Fund expenditures to support the CIP. Providing a minimum and a target helps ensure that cash capital will be maintained at a healthy level, while maintaining flexibility in setting budget priorities between the annual General Fund Operating Budget and annual cash capital transfer from the General Fund to the CIP.

This cash capital policy provides City staff the flexibility to develop sustainable and affordable General Fund support to the CIP through debt service paid on General Obligation Bonds and a recurring cash capital transfer supporting City Council capital infrastructure priorities in the ten-year CIP. Furthermore, this policy ties the cash capital closely to the General Fund, and allows cash capital to grow or decrease proportionally with the General Fund, while still providing the necessary resources to maintain the City's capital infrastructure. The Proposed 10-year CIP reflects a cash capital transfer equal to 3.4% of General Fund expenditures.

The chart below details the planned level of the General Fund Cash Capital Transfer in each year of the CIP along with the percentage of estimated General Fund expenditures comprised by the General Fund Cash Capital Transfer. The General Fund Cash Capital Transfer represents 39.3% of all cash sources used to finance the ten-year plan.

**General Fund Cash Capital Transfer FY 2026 - FY 2035**





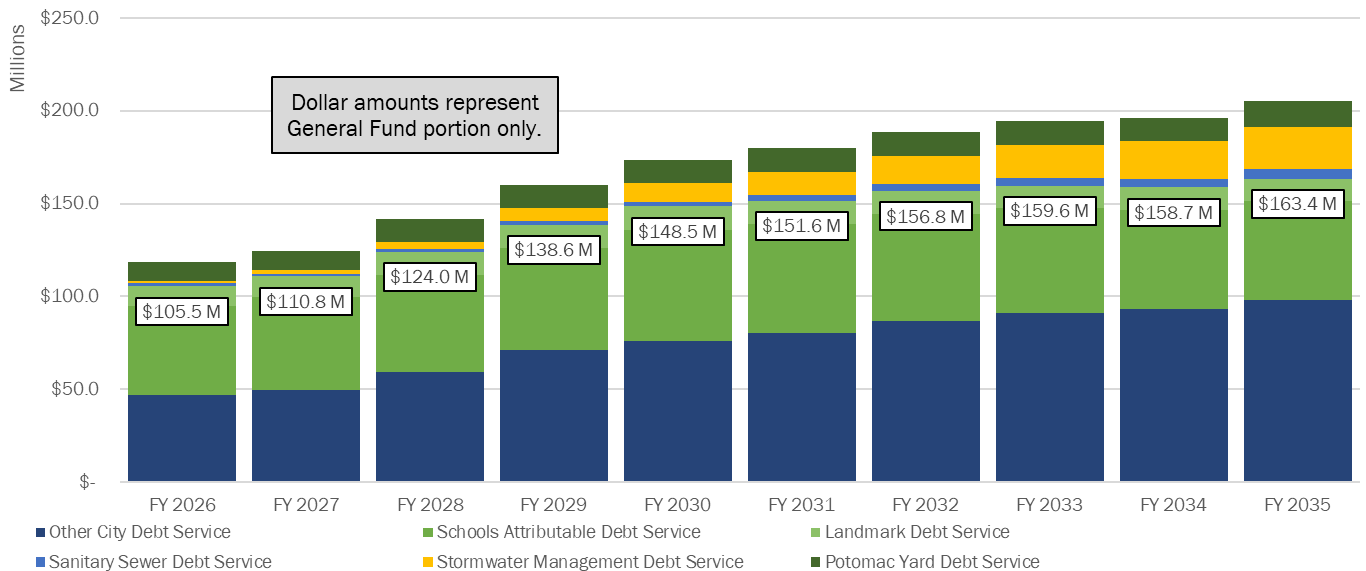
# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## Debt Service

While the City stays within fiscally prudent debt guidelines for General Fund supported projects, debt service payments will continue to grow in order to fund the debt service on previously issued and planned debt issuances. As debt service continues to grow (as evidenced in the chart below), and City revenues continue to experience minimal to moderate growth, the City will be facing a tax rate increase and/or a capital/operating funding set of decisions. The chart below provides details on the projected debt service payments for both existing debt (issued through FY 2025) and planned debt (FY 2026 through FY 2035). It should be noted that the charts below accurately depict the large long-term increase of debt service needed to fund currently planned projects, however near-term debt issuances will need to be further smoothed out by closely monitoring cash-flow needs or reconsidering project scopes and timing, to make year to year increases more sustainable.

Debt service is broken down into six categories – General Fund Supported Debt Service for City projects, General Fund Supported Debt Service for Schools projects, Sanitary Sewer Debt Service, Stormwater Management Debt Service, Potomac Yard Debt Service (which is paid for by Potomac Yard generated tax and developer revenues), and Landmark Debt Service. In FY 2026, \$118.6 million is estimated for debt service payments, of which \$2.9 million will be paid from the Sanitary Sewer Fund and the Stormwater Utility enterprise funds, \$10.2 million will be paid from the Potomac Yard fund, and \$5.2 million will be paid by capitalized interest bond proceeds related to Landmark Mall site redevelopment.

**FY 2026 - FY 2035 Debt Service Attribution**





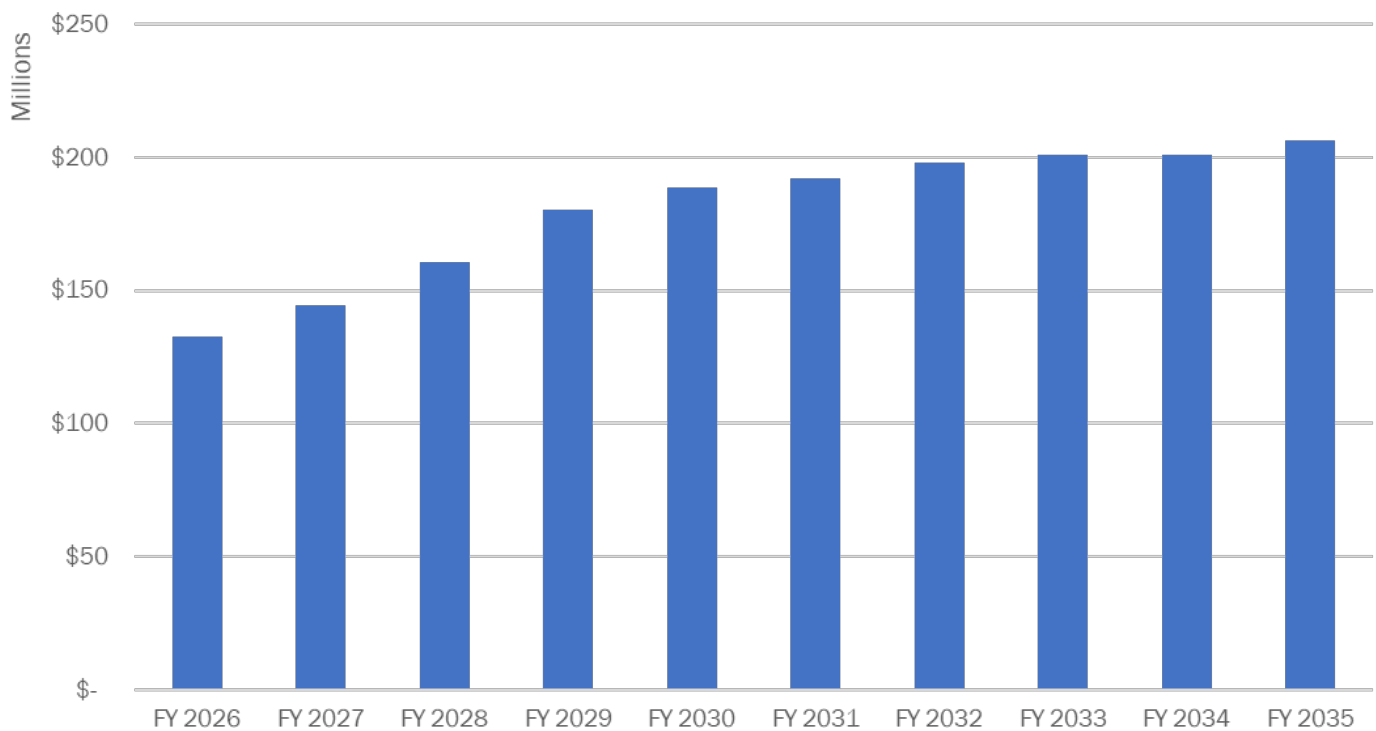
# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## GENERAL FUND SUPPORT OF CAPITAL PROGRAM

The Proposed FY 2026 – FY 2035 CIP represents a substantial commitment and investment in the City and School’s capital needs, resulting in a total 10-year capital spending plan of \$2.08 billion.

Although the City continues to pursue a diversified funding stream for the CIP, including \$308.0 million in Non-City funds in the 10-year plan, financing the capital program will require a significant investment of both cash capital from- and borrowing serviced by the City’s General Fund. The Proposed CIP contemplates a use of direct cash capital and borrowing (and the debt service that this requires) that will result in \$1.8 billion of general fund operating budget expenditures over the course of the 10-year plan.

### General Fund Operating Budget Support of Capital Program



The general fund support of the CIP is forecasted to grow at an annual average rate of 5.1%, significantly higher than the experienced rate of general fund revenue growth. Executing the Proposed 10-year capital investment plan will ultimately require significant allocation of additional general fund sources to meet cash capital and debt service needs, which would need to be achieved via tax rate increases, significant reductions in the General Fund operating budget, or a combination of both. Subsequent capital investment plans will continue to monitor and adjust the capital program to ensure affordability and sustainability of the plan.



# Proposed FY 2026 – FY 2035 Capital Improvement Program Overview

## ADDITIONAL OPERATING IMPACT

In addition to the General Fund impacts of both the Cash Capital transfer and debt service payments, the CIP also has operating impacts based on the actual projects implemented. These costs can be as simple as additional operating funding to maintain a new park, to utility costs and staffing costs associated with operating a new City facility.

Operating Impact estimates were collected during the CIP development process. These impacts are projected out to FY 2035 in the Proposed FY 2026 – FY 2035 CIP, and impacts are noted on applicable individual project pages of the Capital Improvement Program document. While not all impacts will be charged against the General Fund, the estimated operating impact could be as much as \$15.5 million in additional resources needed in FY 2035 as a result of City capital projects (excluding the operating impacts of ACPS capital projects).

**In some cases, these additional increases noted may be offset with new revenues or transitioning from shifting priorities or changing business practices within the City. Additional operating impacts are updated bi-annually and are refined as the project moves closer to the current capital year budget.** The chart below indicates the additional operating impact by fiscal year. Year 1 of the Capital Improvement Program does not identify any additional operating budget impacts, as these costs will be reflected in departmental operating budgets.

FY 2026 - FY 2035 CIP Annual Operating Impact (All Funds)

