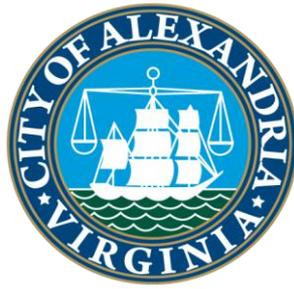


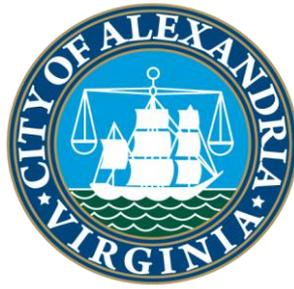
# **Transportation Commission**

November 19, 2014



# **Updates to Receive (Consent)**

Agenda Item #2



# **FY 2016-25 CIP Guidance**

Agenda Item #3



# Draft Budget Guidance

- Maintain funding for highest priorities set by Transportation Commission.
- Allocate Northern Virginia Transportation Authority (NVTA) 70 percent funds for high priority major capital investments with regional impacts, with an emphasis on leveraging non-city funds and/or accelerating project delivery.
- Utilize funding sources with least restrictions on project eligibility (i.e. CMAQ, RSTP, and NVTA 30 percent funds) for non-motorized projects, project development, ADA improvements, maintenance and operations.



# Draft Budget Guidance (cont'd)

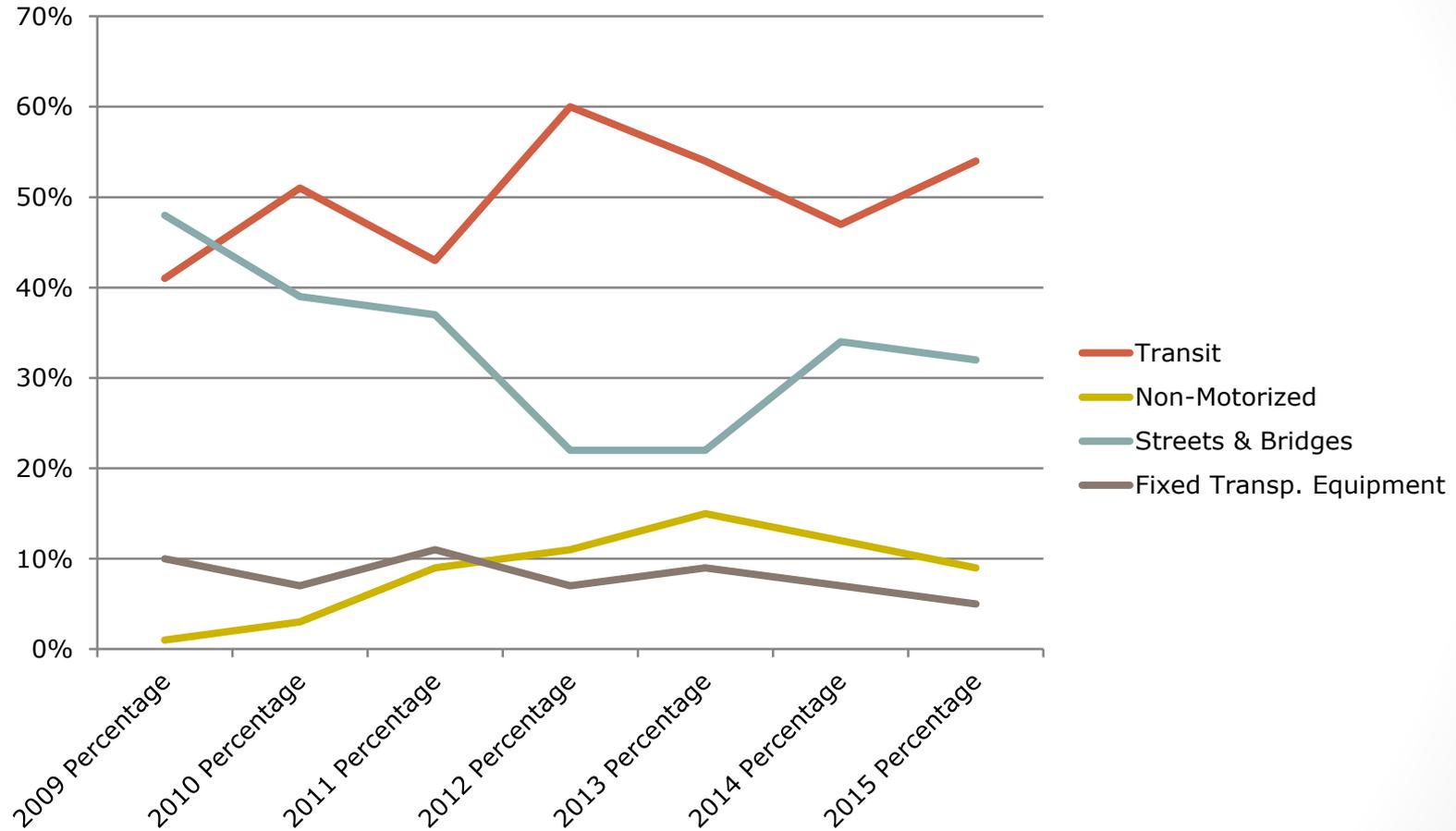
- Commit adequate operating funds to provide the project management, procurement, management and of staff resources necessary to implement new capital projects and programs. Consider capitalizing staff positions that are directly related to capital project implementation, as allowable, in order to utilize capital funds and reduce impacts on the operating budget.
- Ensure that city transportation funding levels are maintained or increased above the maintenance-of-effort requirements of HB2313, to provide new transportation capacity and enhanced transportation services and programs while also maintaining existing assets in a state of good repair.

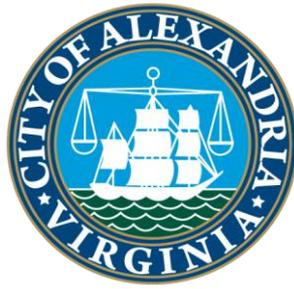


# Draft Budget Guidance (cont'd)

- Preserve the 2.2 cent transportation reservation in order to comply with maintenance-of-effort requirements, maintain flexibility, and to offset previous loss of state urban funds.

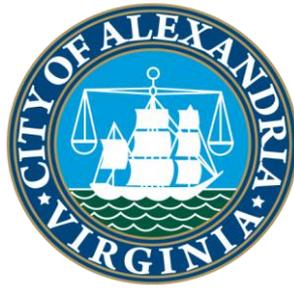
# FY 2016-25 CIP Guidance





# Commission Updates

Agenda Item #4



# **WMATA / Metro 2025**

Agenda Item #5



# What is Metro 2025?

- WMATA developed a strategic capital plan - METRO MOMENTUM – with six major new initiatives
- Estimated cost of full 2025 program is \$6.4 billion and is above and beyond existing capital funding plans
- Proposal for FY 2016 to FY 2020 is \$1.3 billion and is additive to existing capital plans and would impact local government budgets in FY 2016



# Metro 2025 Initiatives = \$6.4 billion

1. 8-Car Trains: **\$2 billion**
2. Core Station Improvements: **\$1 billion**
3. Metrobus Priority Corridor Network and Bus Fleet Expansion: **\$806 million**
4. New Blue Line Connections: **\$1 billion**
5. Next Generation Communications:  
**\$419 million**
6. Pocket Tracks and Crossovers: **\$983 million**

# Metro 2025 Timing

- Current capital funding agreement (CFA) expires at the end of FY 2016
- WMATA has options for additional rail cars it wants to exercise by June 2015
- \$6.4 billion cost of full 2025 program too expensive
- Phase in of 2025 Program proposed by WMATA
- WMATA proposing new Capital Funding Agreement from FY 2016 to FY 2020



# Metro FY 2016 to FY 2020 Proposal

- Existing federal, state and local funding of \$5.6 billion over next six years focusing mostly on “safety and state of good repair” programs
- New local funding<sup>1</sup> requested by WMATA of \$1.3 billion over next six years
- New WMATA funding plan focuses mostly on beginning to implement 8-car train plan (track on power, rail yard & maintenance facility expansions, start of purchase of new railcars)

<sup>1</sup> - State of Maryland 100% funds Montgomery County and Prince George’s County obligations



# Metro FY 2016 to FY 2020 Funding Consideration

- Added cost to City is \$66.8 million over six-year period
- Added cost to City in FY 2016 is \$8.4 million which rises to \$14.2 million in FY 2017
- New federal funds highly unlikely
- Additional state transit capital funding commitment needed

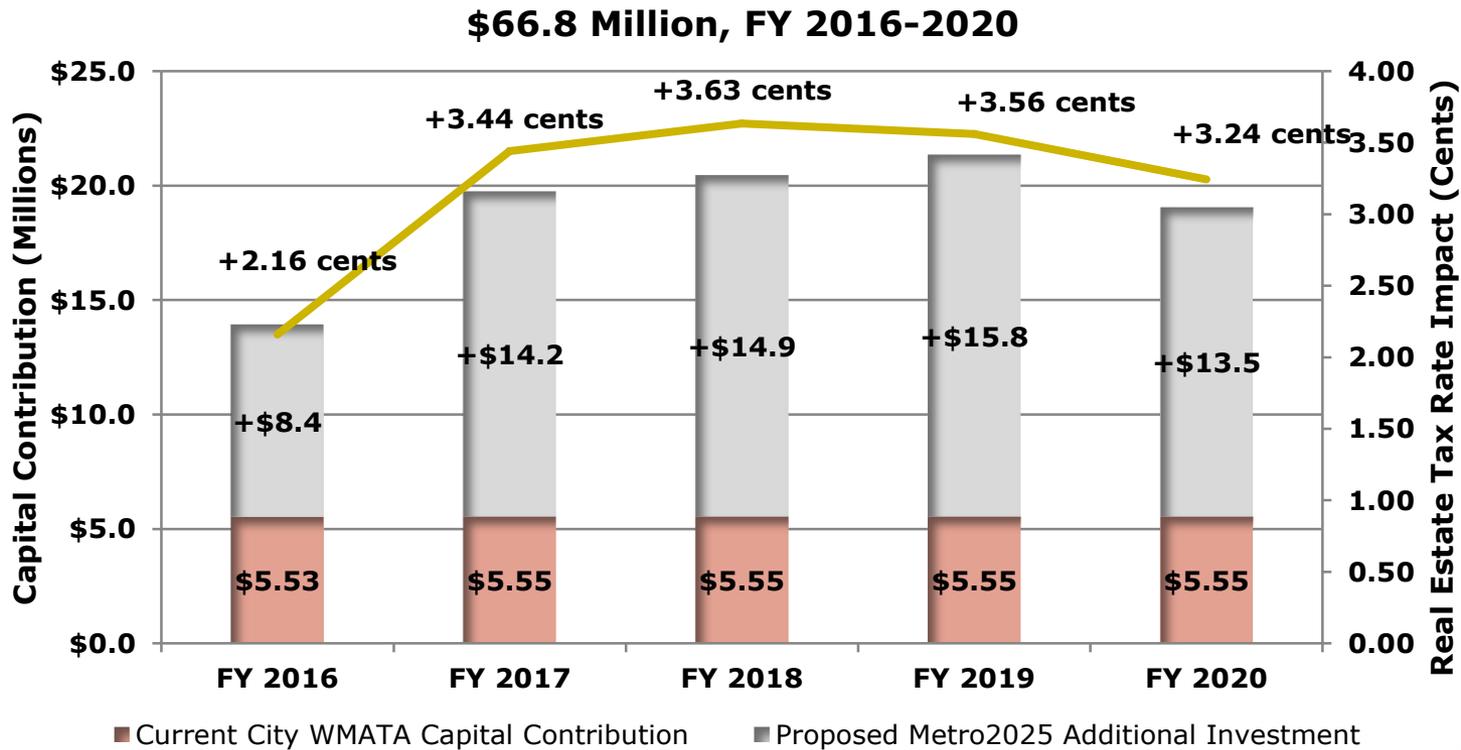


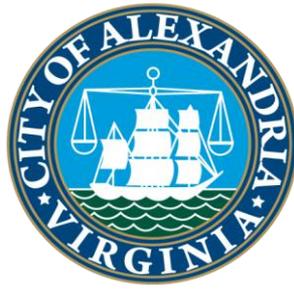
# FY 2016 to FY 2020 (and beyond) Funding Questions

- Are 100% 8-car trains in 4-car sets the right solution?
- Does projected passenger demand justify expanding to 100% 8-car trains at this time?
- How should core system station improvements (largely in DC) be funded?
- How to treat system station improvements planned to be paid for by jurisdictions?
- What is the one right funding formula?
  - Current rail capital formula?
  - Assign each locality 1/3 share (VA/DC/MD)
  - Adopt a new rail capital formula
- Will Virginia increase it's funding?



# Additional Alexandria Investment in Alternate Plan





# **RSTP / CMAQ Request**

Agenda Item #6



# CMAQ

- Annual revenue: \$2.1 – 2.8M
- Eligibility:
  - New/expansion projects that reduce emissions
  - Operating costs for first 3 years of new/expanded service
  - Project development (e.g., AA/EAs), preliminary engineering
  - Emphasis on hybrid replacements/retrofits
- Recommended uses:
  - Non-motorized capital improvements
  - TDM

# RSTP

- Annual revenue: \$1.0 – 1.45M
- Eligibility:
  - Very flexible; funds projects that improve or preserve transportation infrastructure
  - Includes ITS, TDM, ADA, trails, transportation management, research, studies, transit capital, non-motorized, etc
- Recommended uses:
  - Non-motorized capital improvements
  - Transitway improvements
  - TDM
  - ITS



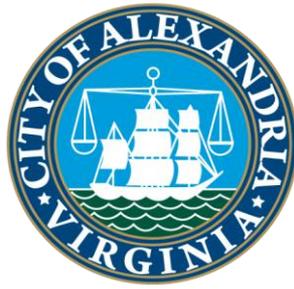
# FY 2016 CMAQ/RSTP Proposal

- The RSTP/CMAQ requests are due to the NVTB by December 17, 2014
- FY 2021 is the only year we have the ability to propose projects and funding, we are providing this information to the Transportation Commission for your review



# RSTP / CMAQ Request for FY 2021

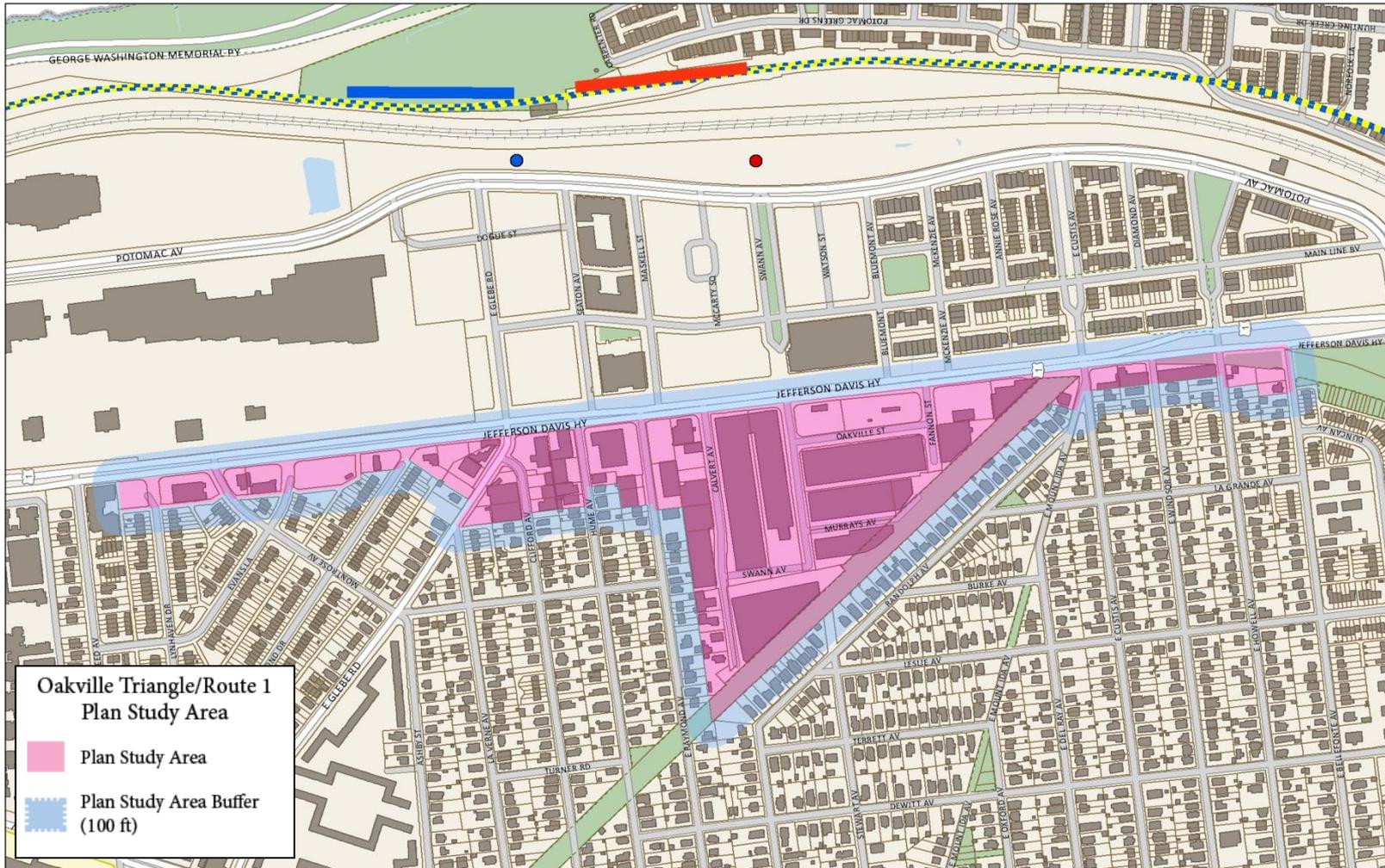
Proposed Projects	Funding Requested
Bike Sharing	\$350,000
Commuter Outreach	\$600,000
Transportation Demand Management	\$600,000
Transitway Enhancements	\$500,000
Parking Technologies	\$500,000
Bus Shelters	\$600,000
Transportation Master Plan	\$500,000
New Electronic Payment Program (NEPP)	\$750,000
CMAQ/RSTP Total for FY 2021	\$4,400,000



# Oakville Triangle

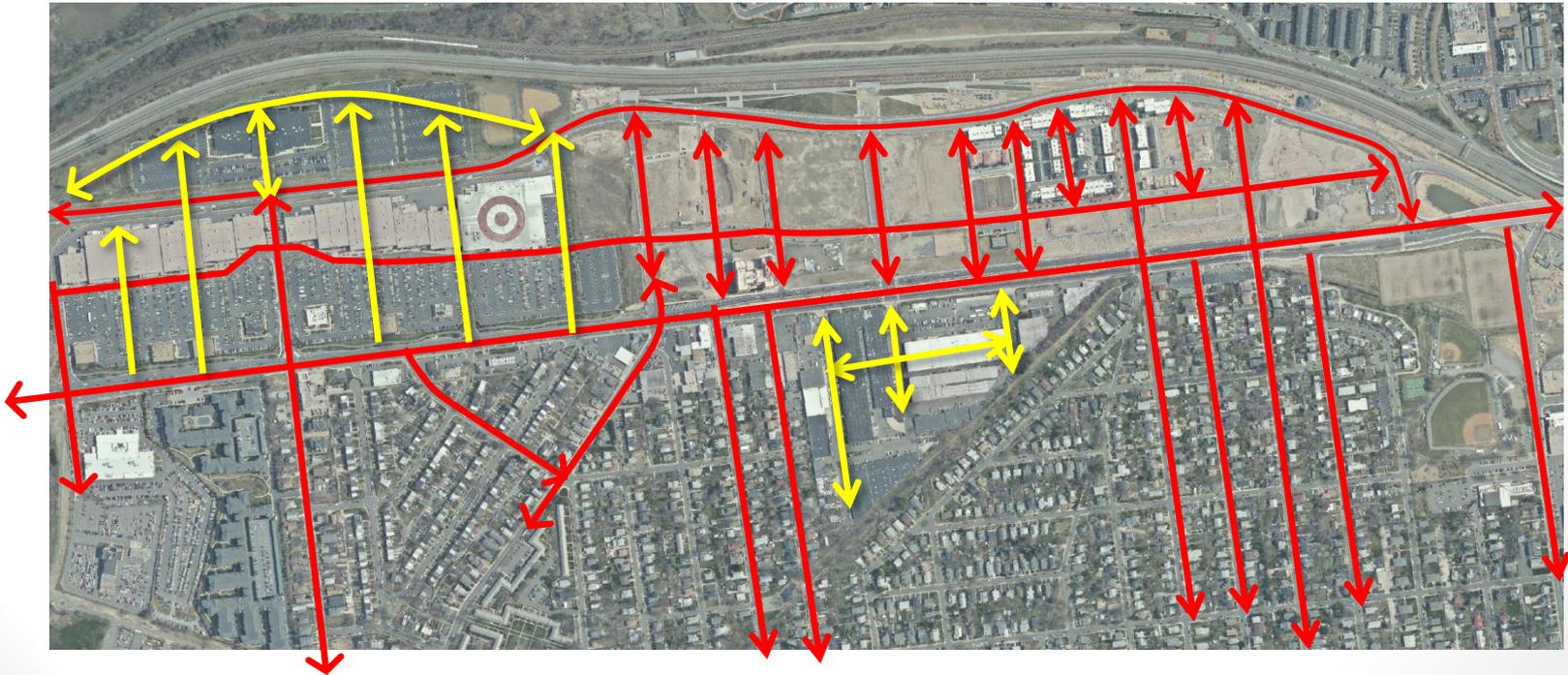
Agenda Item #7

# Plan Study Area – Why Plan?



# Transportation Infrastructure: Existing vs. Future

- Local bus service
- Dedicated Transitway with enhanced bus service
- Limited connectivity west of Route 1
- Incomplete bicycle and pedestrian network
- Metro Station
- Potential for enhanced connectivity east of Route 1
- Enhanced bicycle and pedestrian network (on and off street)



# EXISTING CONNECTIONS

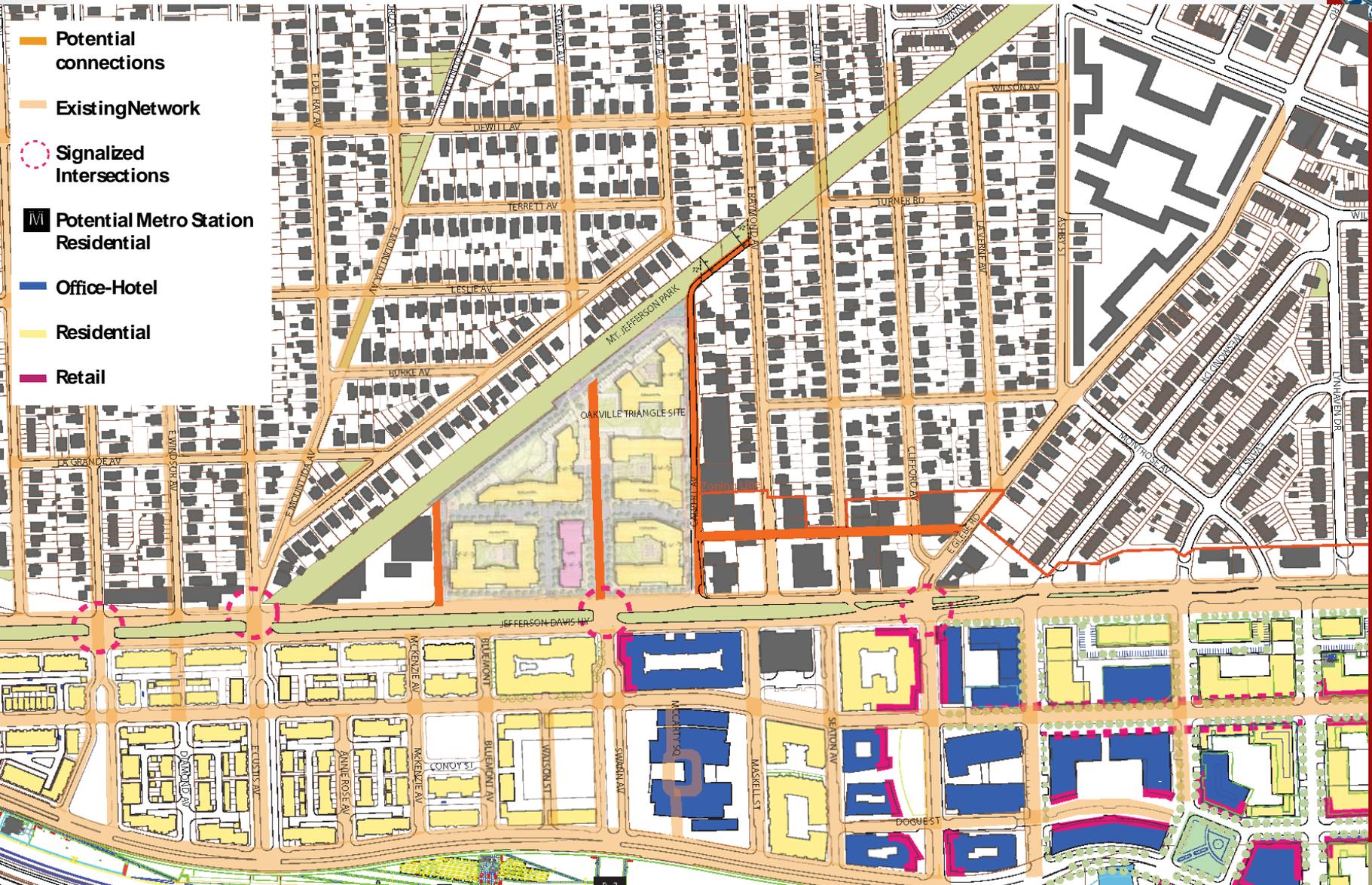


-  Existing Network
-  Signalized Intersections
-  Potential Metro Station

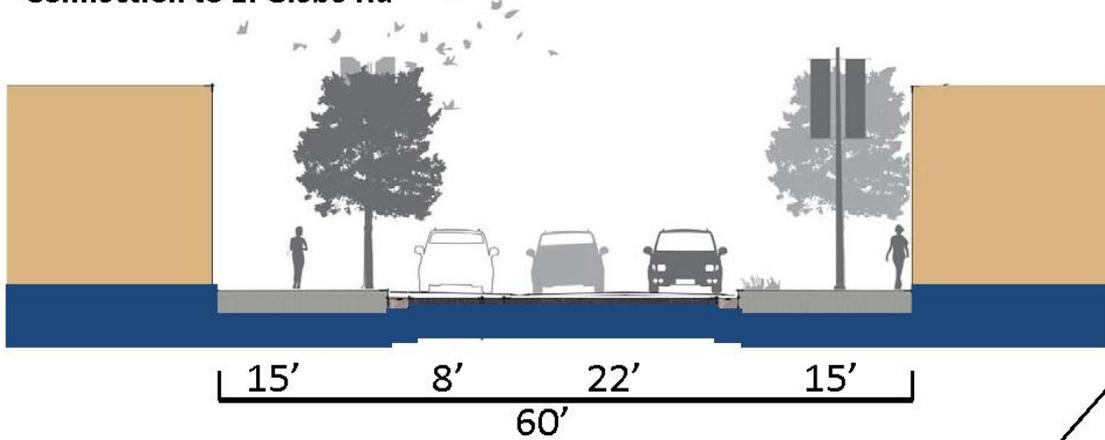
**M**  
ALTERNATIVE A  
SOUTHERN ENTRANCE

**M**  
ALTERNATIVE B  
SOUTHERN ENTRANCE

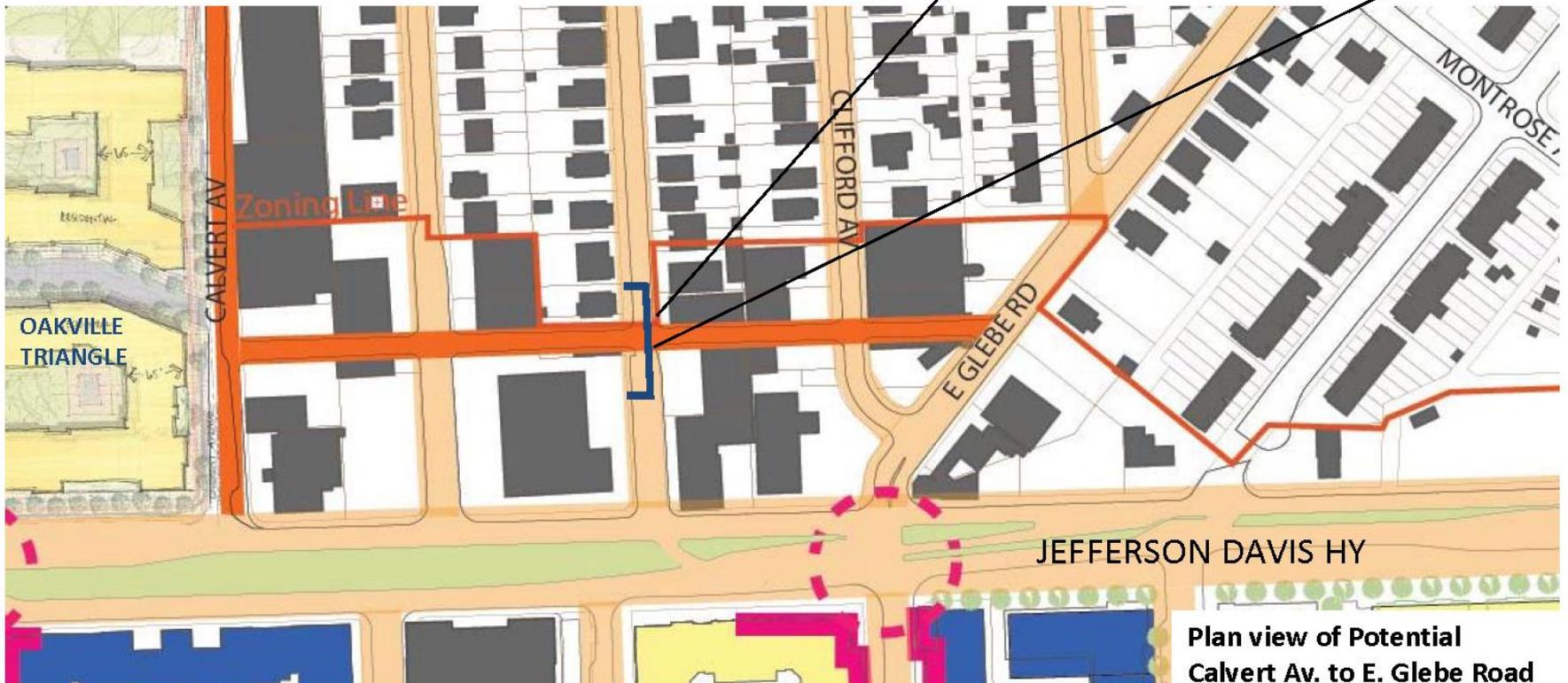
# North-South to E. Glebe Road



**Section: Potential North -South  
Connection to E. Glebe Rd**



**Main Line Boulevard, Potomac Yard  
Precedent**



**Plan view of Potential  
Calvert Av. to E. Glebe Road**



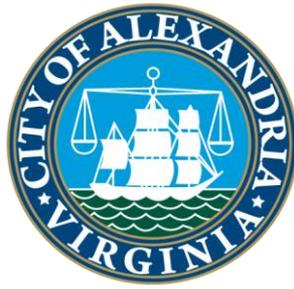
# Transportation Findings

- Improvements needed at Route 1 intersections
- Additional connectivity will better disperse traffic
- Neighborhood protection important
- Ensure transportation infrastructure supports proposed development



# Next Steps

- Developing phasing plan
- Continue to refine mitigation



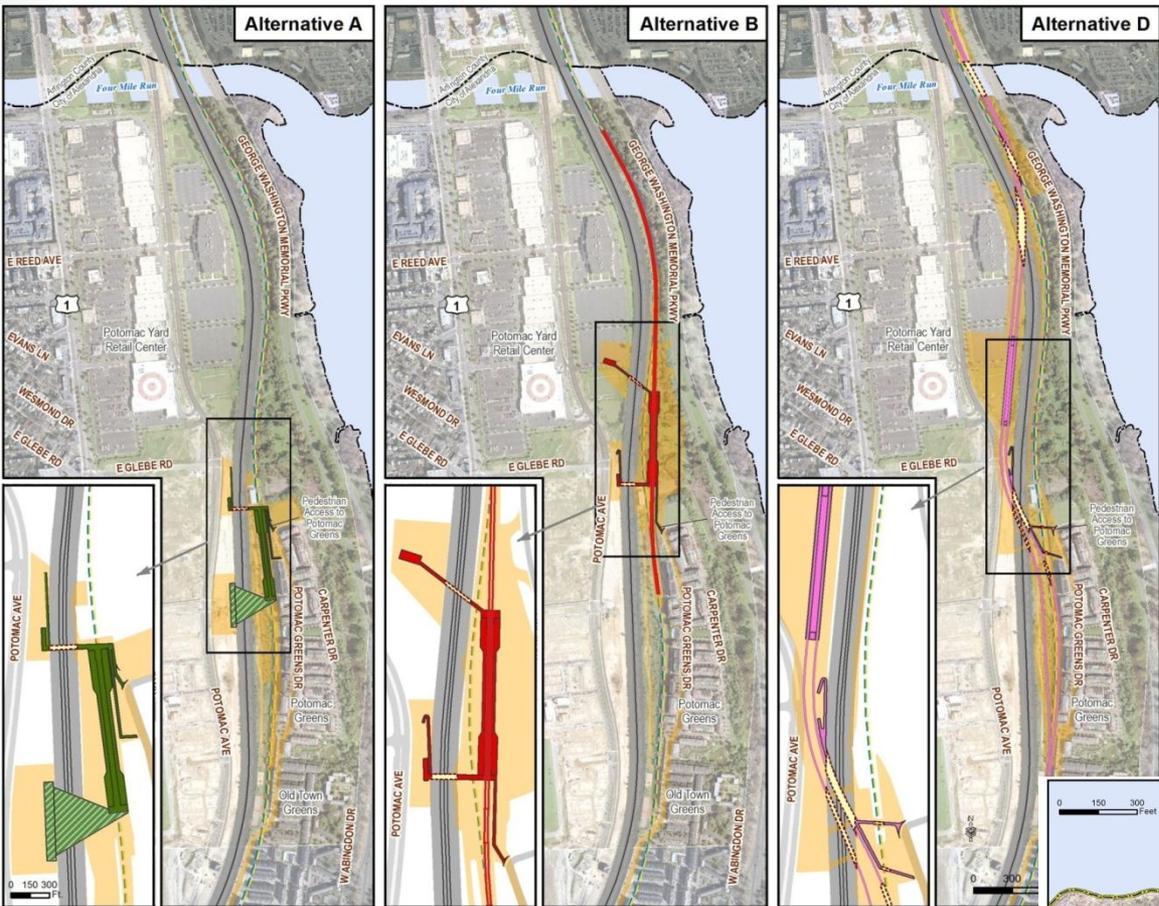
# Other Business

Agenda Item #8

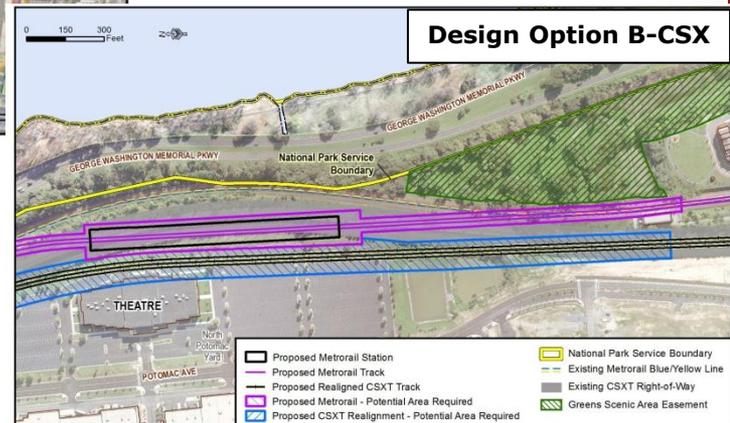


# Potomac Yard Metro EIS

# Status of Draft EIS

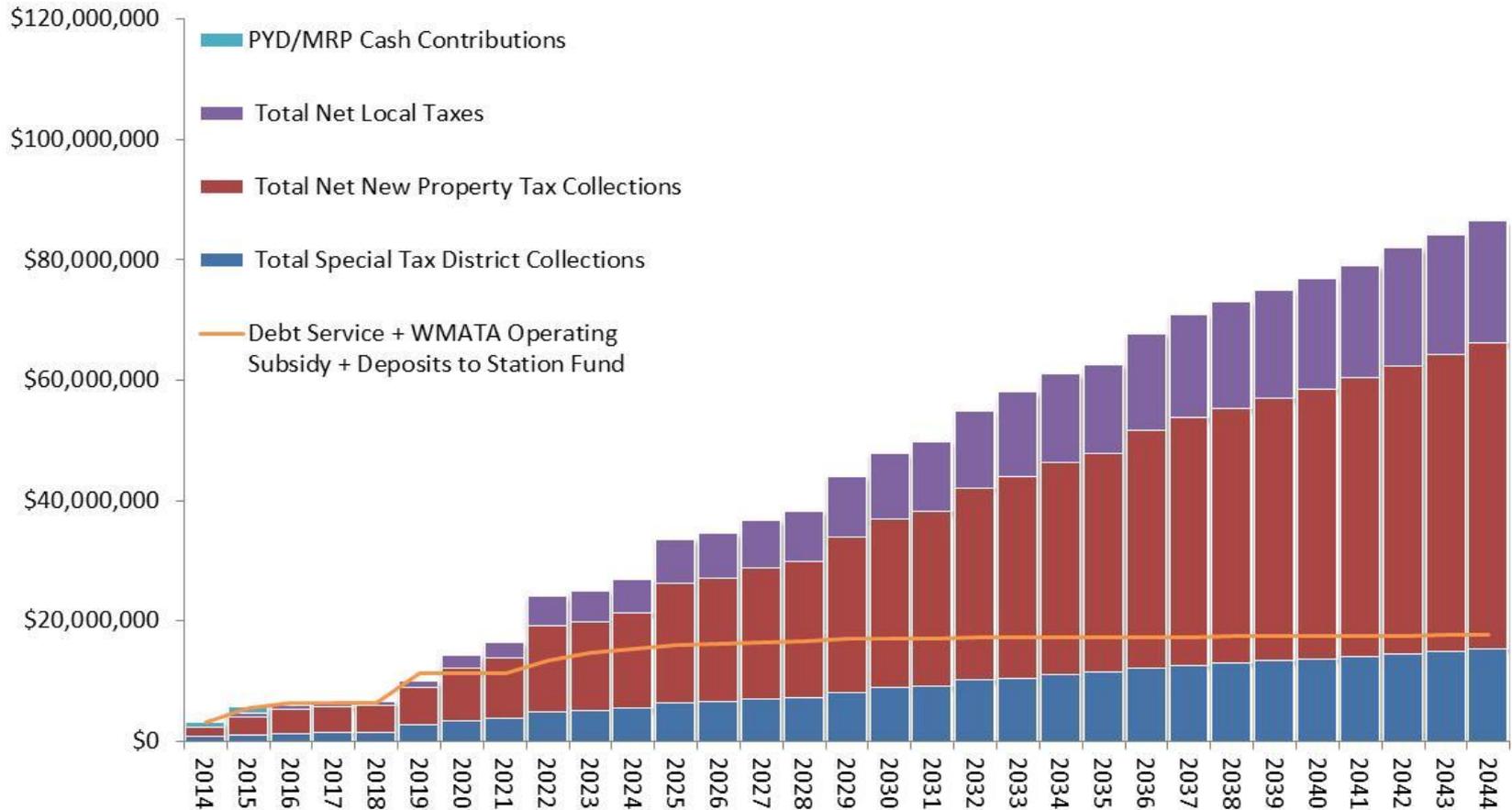


- Based on feedback from FTA & NPS
  - All three Build Alternatives will be included in the analysis
  - Design Option B-CSX will be analyzed as a design refinement of Alternative B



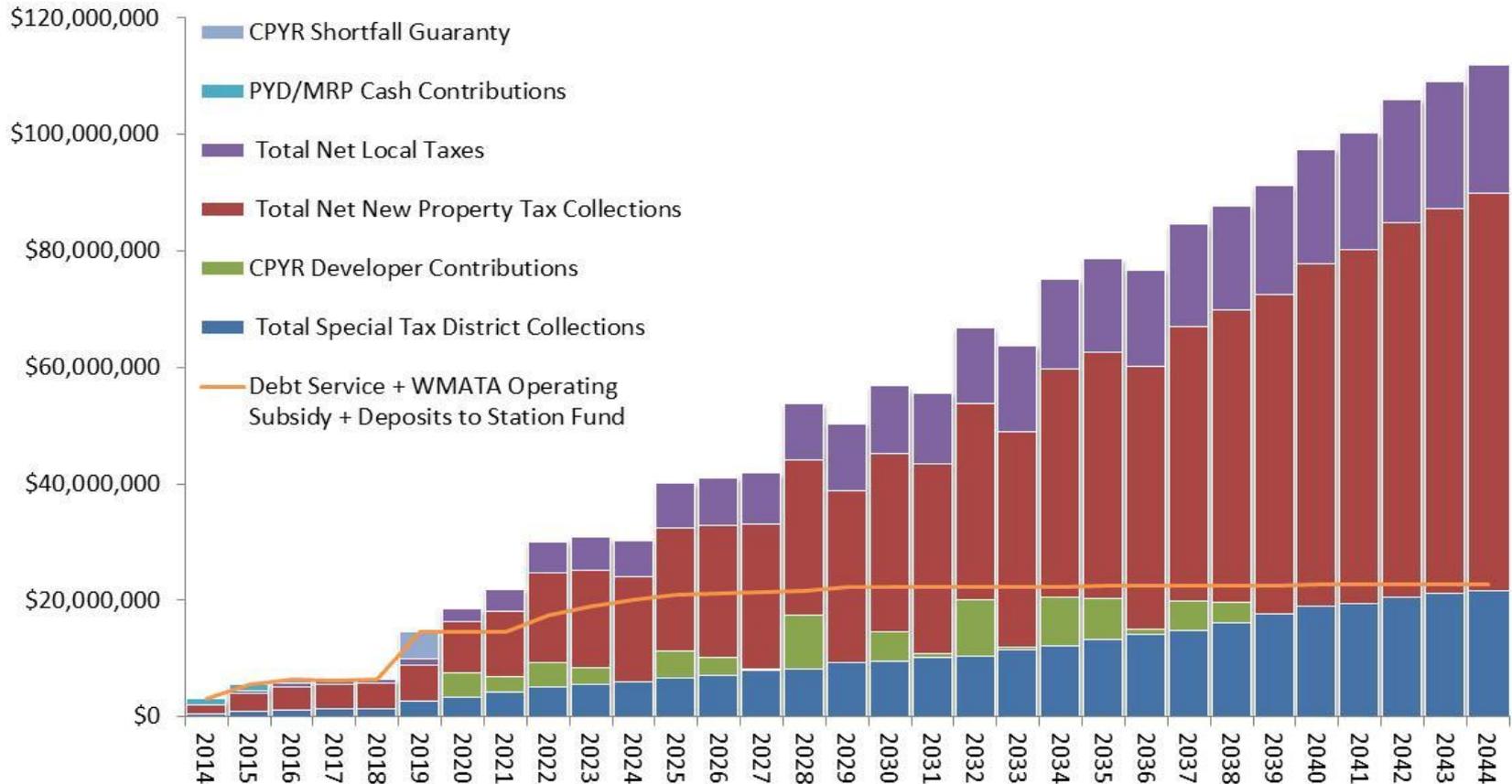
## Alternative A has positive cash flow but \$1.4 million additional funding will need to be identified

- Alternative A has positive cash flow overall but additional funding will need to be identified to cover a small, \$1.4 million amount in 2019.
- Lower development buildout over the forecast period is offset by the lowest overall station construction cost of all scenarios; maximum annual debt service is \$15.4 million.
- After 2019, debt service is covered by revenue from special taxes and property taxes.
- No developer (CPYR) contributions are available for Alternative A.



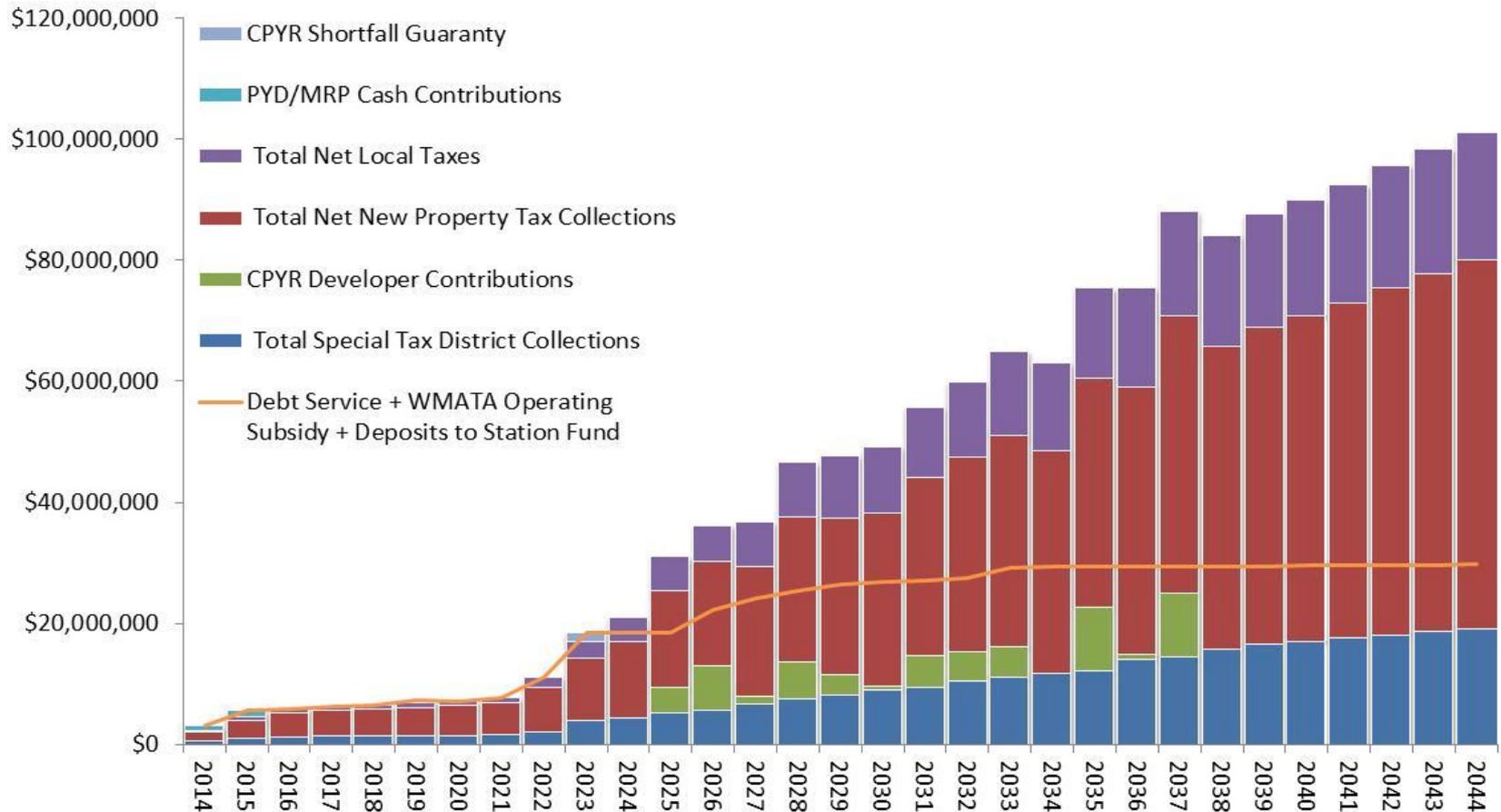
## Alternative B has positive cash flow due over the entire forecast period

- Alternative B has positive cash flow due in part to the agreed upon developer contributions and use of \$4.6 million developer provided shortfall guaranty.
- Developer contributions are collected from 2019 to 2037 and total \$72 million.
- Alternative B also benefits from the combination of the second lowest station cost and the highest buildout forecast.
- Maximum annual debt service is equal to \$20.5 million.



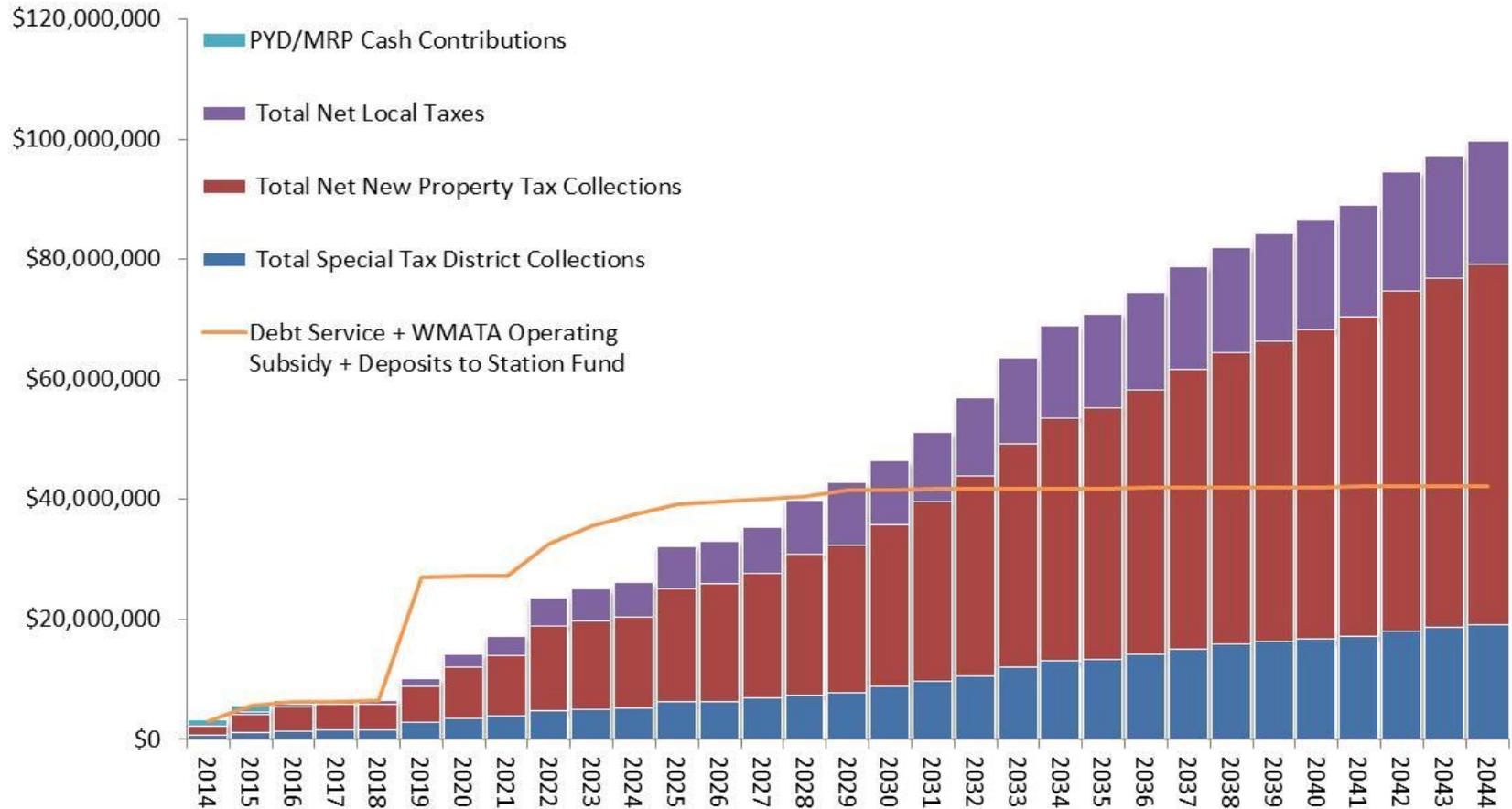
## Design Option B-CSX has positive cash flow despite higher station costs due to construction timing lag

- Design Option B-CSX has positive cash flow due to a 3-year lag in the construction start, developer contributions, and the shortfall guaranty.
- Total developer contributions equal \$61 million.
- Total buildout is similar to Alternative B but 1.3 million square feet of early development is lost.
- Station construction cost is significantly higher than Alternatives A & B; maximum annual debt service is \$28 million.



## Alternative D is not financially feasible

- Alternative D is not financially feasible, as shown by the sizable funding gap that begins in 2019 and ends in 2028.
- This funding gap is due primarily to the substantially higher station construction cost, which results in maximum annual debt service of \$40 million.
- A funding gap of \$91 million exists under this alternative.





# Schedule to Complete EIS

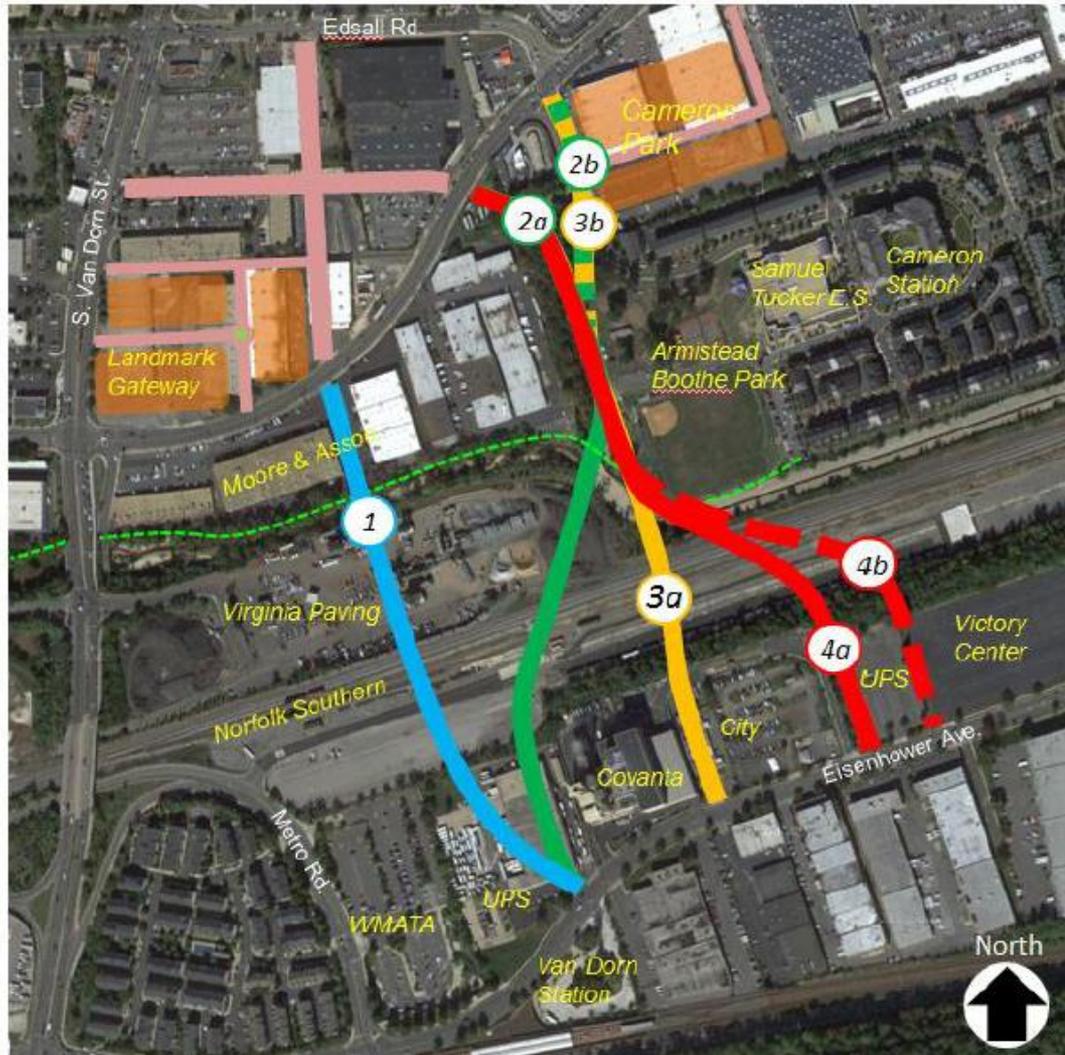
	2014		2015												2016		
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
<b>NEPA Process</b>																	
Review by Agencies of DEIS																	
Finalize Review Comments																	
FTA Approves Release of DEIS				★													
NEPA Public Comment Period																	
NEPA Public Hearing*						★											
Prepare FEIS																	
FTA Approves FEIS and ROD																	★
<b>WMATA Process</b>																	
WMATA Board Authorizes Hearing					★												
WMATA Public Hearing*						★											
WMATA Board Adopts Preferred Alternative													★				
<b>City Process</b>																	
Community Outreach and Education																	
Public Educational Workshops																	
Meet with Boards and Commissions																	
City Public Hearing*						★											
City Council Adopts Locally Preferred Alternative							★										

\* Two public hearings will be held during the DEIS circulation period. One hearing will be held near the study area, and the other at City Hall. Comments from both public hearings will be part of the official EIS record.



# Eisenhower West Transportation Study

# Eisenhower West Transportation Study



Multimodal Bridge  
Analysis

- Future Planned Road
- Current Development
- Future Trail

