



Virginia Department of Rail and Public Transportation

# Metro Safety Commission and Outlook for State Transit Funding

Fairfax County Board of Supervisors

December 13, 2016

**Jennifer Mitchell**  
Agency Director



Virginia Department of Rail and Public Transportation

# Metro Safety Commission

# Metro Safety Commission



- **1996:** FTA establishes SSO for rail systems not regulated by FRA
- **2012:** MAP-21 establishes new requirements for SSO
  - Legally and financially independent from rail system
  - Dedicated, trained, and qualified staff
- **2015:** FAST Act augments the FTA's safety authority
- **April 2016:** FTA issues new SSO Final Rule giving states 3 years to comply

# Milestones Leading to the MSC



- **1997 to Present:** TOC formed via an MOU between VA, MD, and DC
- **September 2015:** FTA cited TOC's lack of enforcement authority and took over safety oversight of WMATA
- **February 2016:** FTA threatened to begin withholding up to 5% of Federal Urbanized Area funds to VA-DC-MD if new SSO is not established by February 9, 2017
  - Approximately \$6M/year impact to Virginia
- FTA must certify that the MSC is able to assume safety oversight



# MSC Development Process



- March 2015: Governor signed initial MOU
- Since April 2015, VA-DC-MD Policy Committee:
  - Identified and resolved policy issues
  - Evaluated potential legal structures for MSC
  - Incorporated FTA's Final regulations (published in March 2016)
  - Hired independent legal advisors
  - Created legislative working group in March 2016
  - Sought and received FTA review and comments
  - Engaged management consultant to benchmark other SSOs and present organization structure scenarios
  - Coordinated legislative approval process from DC, MD, and VA to be followed by Congressional approval

# Policy Goals

- MSC will be an independent legal entity that performs safety oversight of WMATA metrorail
- Provide MSC with full safety oversight authority
- Have enforcement authority available under MAP-21 and FAST Act to compel action
- Create robust organization to match size and complexity of WMATA
- Assume all safety oversight responsibility from FTA once MSC is in place



# Purpose and Functions

- DC, MD and VA will create the MSC pursuant to MAP-21, the FAST Act, and the Final Rule to be the SSO agency for the WMATA Metrorail system
- The MSC is an interstate compact
  - Common instrumentality of the signatories
  - Financially and legally independent of WMATA
- Signatories – DC, MD and Virginia
  - Potential Congressional ratification



# Governance

- MSC to be governed by a Board of Directors
  - 6 board members with 3 alternate members
    - Each signatory appoints 2 members and 1 alternate
    - Board members to have staggered terms
- Member qualifications: background in transportation, safety, applicable engineering or public finance
- Board elects its officers, establishes its bylaws, etc.
- Board appointed CEO will lead MSC staff and day-to-day operations



# Administrative Powers

- Like WMATA, MSC operates as an independent governmental entity
  - Procurement, finance, personnel and records regulations based on federal law (not laws of the signatory jurisdictions)
- MSC Board will develop administrative and governance procedures through regulations
- MSC will adopt federal FOIA and open meeting laws - 5 U.S.C 552 (a)-(c) and 552b



# Safety Powers

- The MSC may:
  - Review and approve WMATA's safety plan
  - Set and update minimum safety standards for WMATA
  - Require and enforce any Corrective Action Plans that the MSC deems appropriate



# Enforcement Powers



- Compel compliance of MSC orders and standards by:
  - Taking legal action
  - Issuing citations or fines
  - Directing WMATA to prioritize spending on safety-critical items
  - Removing a vehicle, infrastructure element, or hazard
  - Restricting, suspending, or prohibiting rail service
  - Compelling WMATA to remove an individual from Safety Sensitive Position
  - Compelling WMATAs Office of the Inspector General to conduct safety-related audits or investigations

# Additional Powers and Procedures

- Investigate any emerging rail safety concerns
- Conduct inspections of WMATA property
  - MSC may access adjacent land to do perform inspections, if necessary
- Take primary responsibility for the investigation of accidents and prepare reports
- Audit WMATA's compliance with its own safety plan requirements





# General Powers and Provisions

- The MSC must publish:
  - Annual Safety Report to FTA and signatories
  - Annual Report of Operations detailing its programs, operations and finances
  - Annual Independent Audit of its finances
- Due process provisions are included to permit WMATA to petition MSC to reconsider an order



# Funding

- MSC is funded independently of WMATA
- FTA currently provides approximately \$1.5M/year in grants for SSO activities
- Non-Federal share to split equally by DC, MD, VA
- Virginia share estimated to be \$1M-\$2M/year
  - Jurisdictions currently examining organization structure
- DRPT expects to fund MSC through existing funding sources



# Key Takeaways and Next Steps

- Safety is first and foremost the responsibility of WMATA
- Financial and legal independence is key to FTA Certification
- DC Council plans to approve legislation on December 20, 2016
- Jurisdictions have been conducting early outreach to resolve major issues prior to 2017 legislative sessions

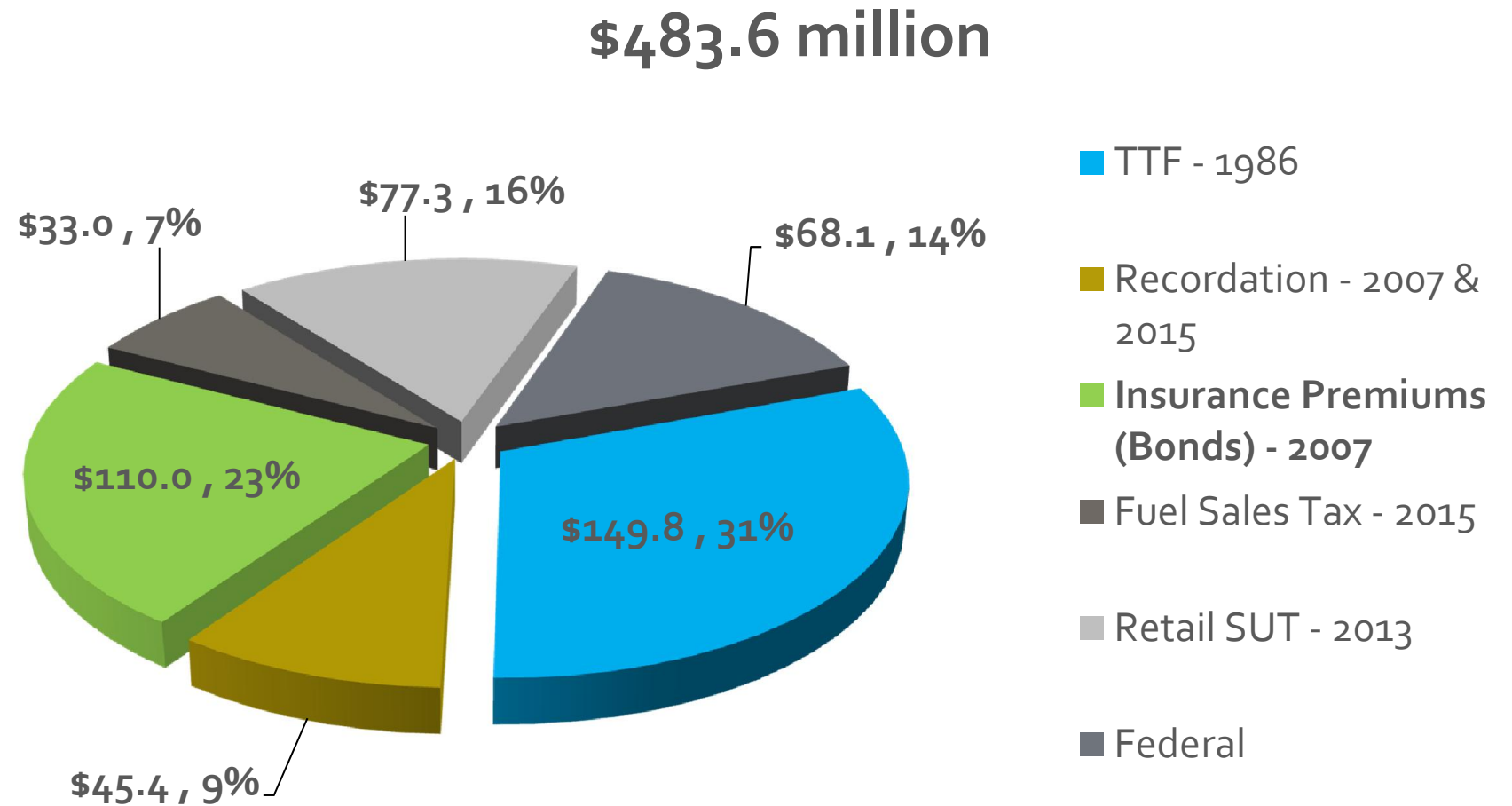




Virginia Department of Rail and Public Transportation

# Outlook for State Transit Funding

# FY 2017 Transit Revenues



# FY 2017 Transit Revenues by Program

Operating	\$	224.0
Capital		250.7
Special		8.9
Total	\$	<u>483.6</u>



# Transportation Capital Project Revenue (CPR) Bonds

- Total bond authorization: \$3 billion
- § 58.1-638 dictates at least 20% of bond proceeds are to be used for transit capital
- DRPT/CTB elected to use transit allocation over ten years
  - \$60 million per year between 2009-2018; **set to expire by FY19**



# Current Transit Capital Allocation Process



- Capital program currently uses a tiered prioritization process:
  - Tier 1 at 68% State Share
    - Rolling stock for replacement or expansion
  - Tier 2 at 34% State Share
    - Infrastructure and facilities
  - Tier 3 at 17% State Share
    - Support vehicles, shop equipment, spare parts, etc.

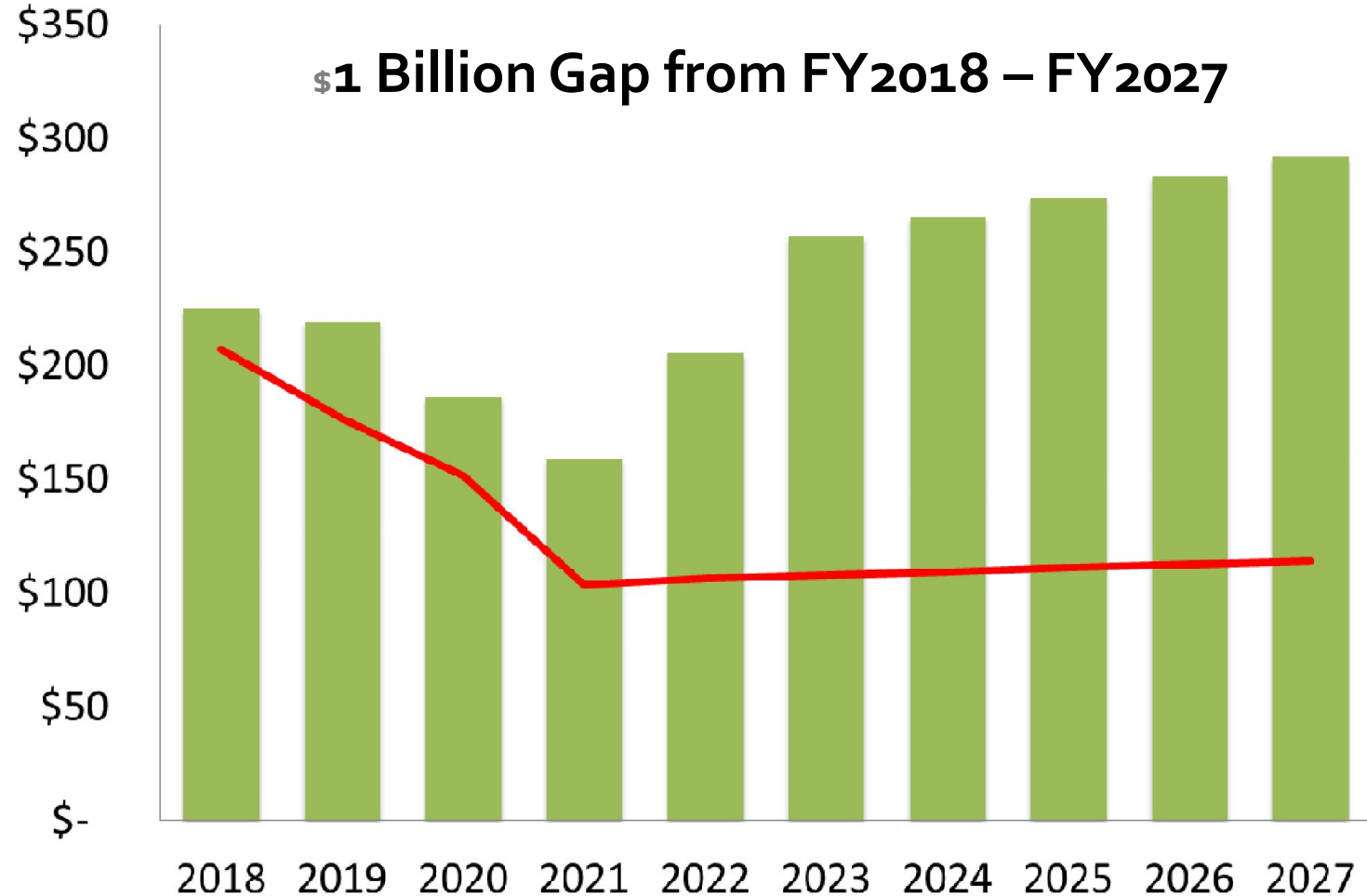


# Forthcoming Funding Crisis

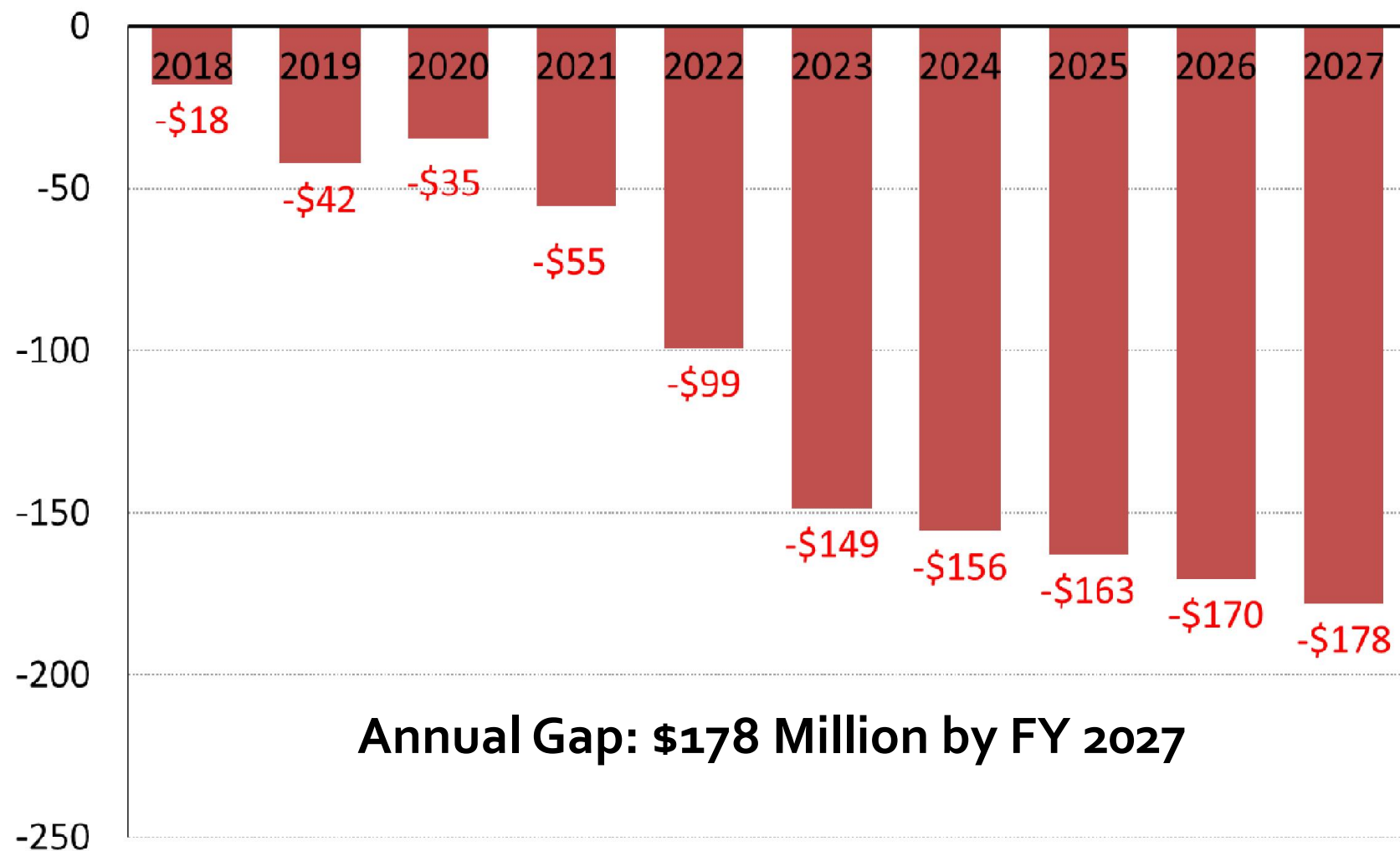
- \$110 million in annual bond revenues for WMATA and transit capital needs expire in 2018
- \$300 million in PRIIA funding needs to be reauthorized by Congress
  - \$150 million in Federal funds to expire in 2020
  - \$50 million in Commonwealth share is from CPR Bonds
- HB 1359 created Transit Capital Project Revenue Advisory Board (RAB) to identify replacement revenues
- HB 1359 requires RAB to propose project-based allocation processes
  - State of Good Repair Projects
  - Expansion Projects, using Smart Scale Factors



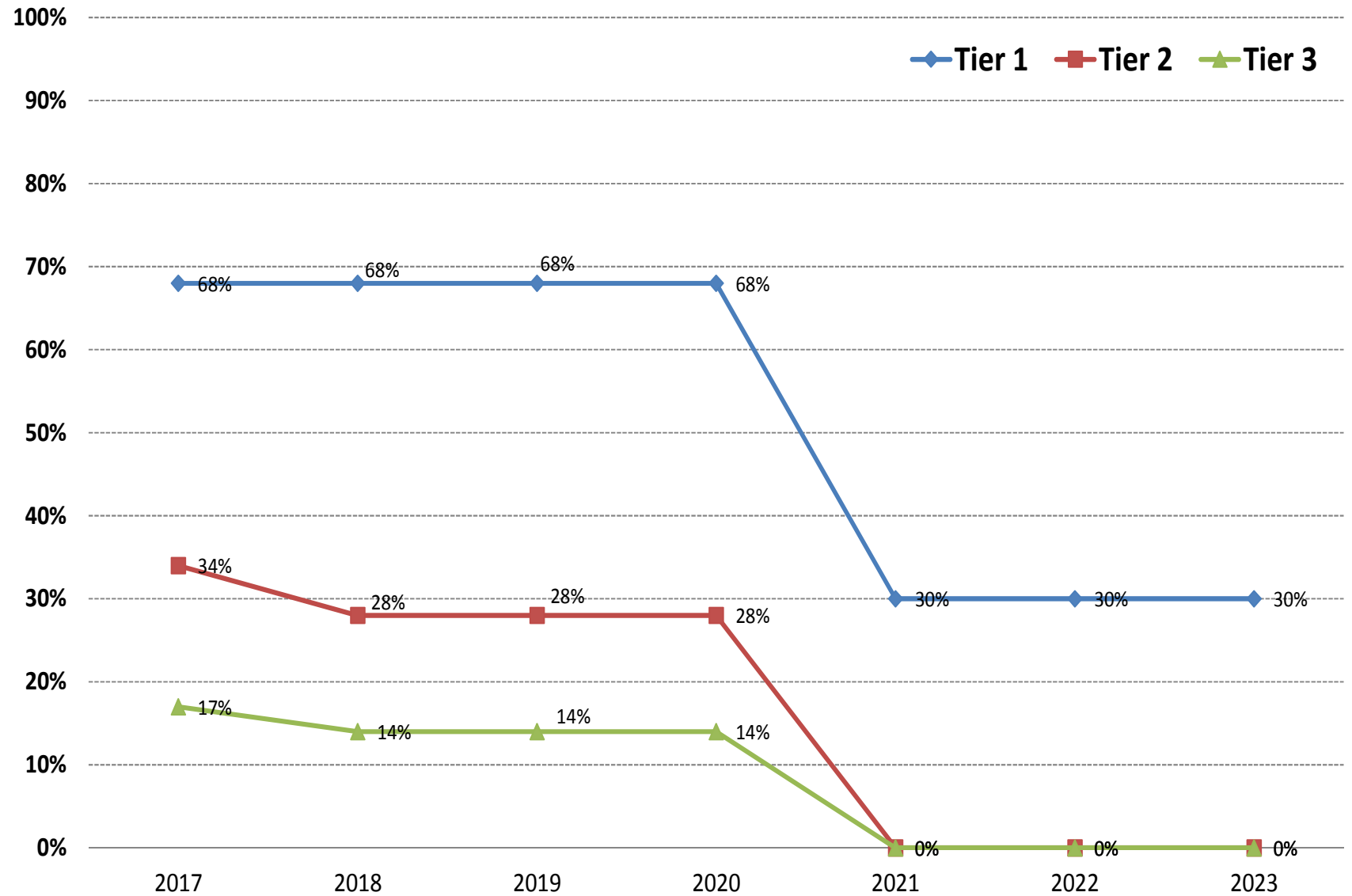
# State Needs vs. Available Revenues



# Transit Capital Program Annual Deficit



# State Matching Rates to FY2023



# Impacts to Local Agencies

- Reduced state match will cause local shares to increase significantly
- Local governments will need to fill gaps or make extensive service cuts
- Potential difficulty in matching federal funds
- Deferral or cancellation of many capital projects
- Deferred capital needs leading to higher O&M costs, shorter asset lifecycles, and lower reliability



# Key Takeaways and Next Steps

- Transit Capital Project Revenue Advisory Board identifying replacement revenues and prioritization methods
- Propose legislation in 2018 General Assembly to identify replacement revenue and project prioritization allocation method
- Need to support full \$150 million Congressional annual appropriation to WMATA, as well as its reauthorization by 2020 (PRIIA)



# Questions





## **Fairfax County Board of Supervisors Transportation Committee**

**December 13, 2016**

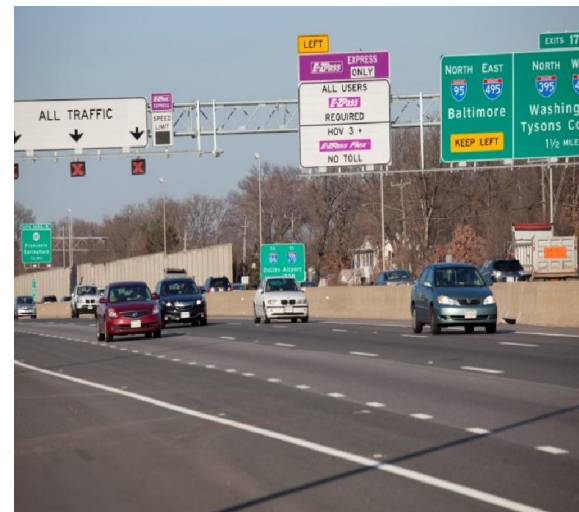
**Susan Shaw, P.E., Megaprojects Director  
Virginia Department of Transportation**



# Atlantic Gateway: Partnering to Unlock the I-95 Corridor (FASTLANE Grant)

Virginia selected to receive \$165 million dollar federal grant to improve more than 50 miles of the I-95/I-395 Corridor from Fredericksburg to the Pentagon.

- Extend I-95/I-395 Express Lanes
  - North to the Pentagon (~ 7 miles)
  - South to Fredericksburg (~ 10 miles)
- Improve commuter rail service on VRE and Amtrak
  - Construct Third track in Fairfax County (~ 8 miles)
  - Design Improvements to Long Bridge (Potomac Crossing) (~ 6 miles)
- Increase capacity on I-95/I-395 General Purpose Lanes
  - Widen I-395 between Duke Street and Edsall Road
  - Add new lanes across Rappahannock
- Expand bus service and commuter parking spaces in the corridor





# ExpressLanes

## I-395 Express Lanes Northern Extension

# Project Background

- Comprehensive Agreement executed in 2012 with 95 Express Lanes, LLC (95 Express) for 95 Express Lanes contemplated potential future development of the Northern Express Lanes in the I-395 corridor
- In November 2015, VDOT and 95 Express signed a Development Framework Agreement outlining roles and responsibilities
- The toll project will provide a long-term transit investment through an annual transit payment from toll revenues (at \$15 Million minimum, escalated annually)



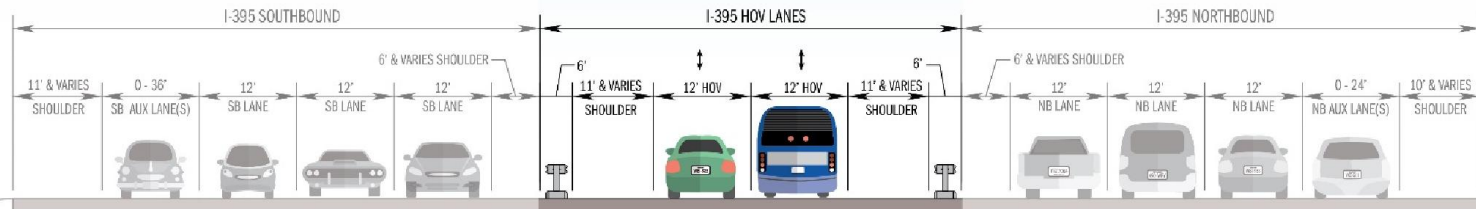
# Project Scope

- Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes to three managed High Occupancy Toll (HOT) or Express Lanes for approximately eight miles from Edsall Road to the vicinity of Eads Street near the Pentagon
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Install signage, toll systems, and an Active Traffic Management System
- Provide sound walls

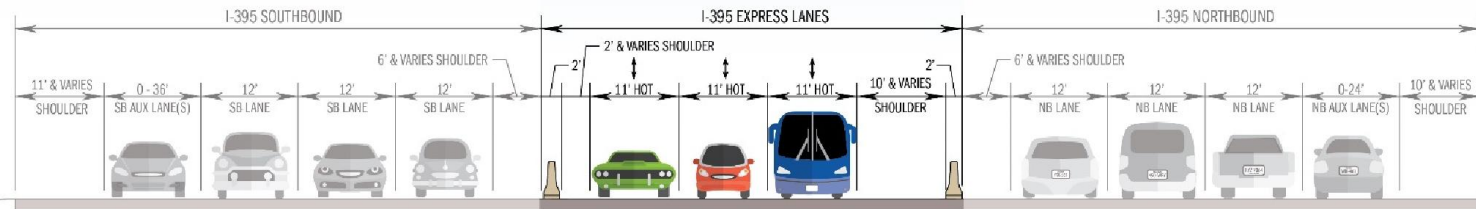


# Typical Section

## Existing Condition



## Proposed Condition





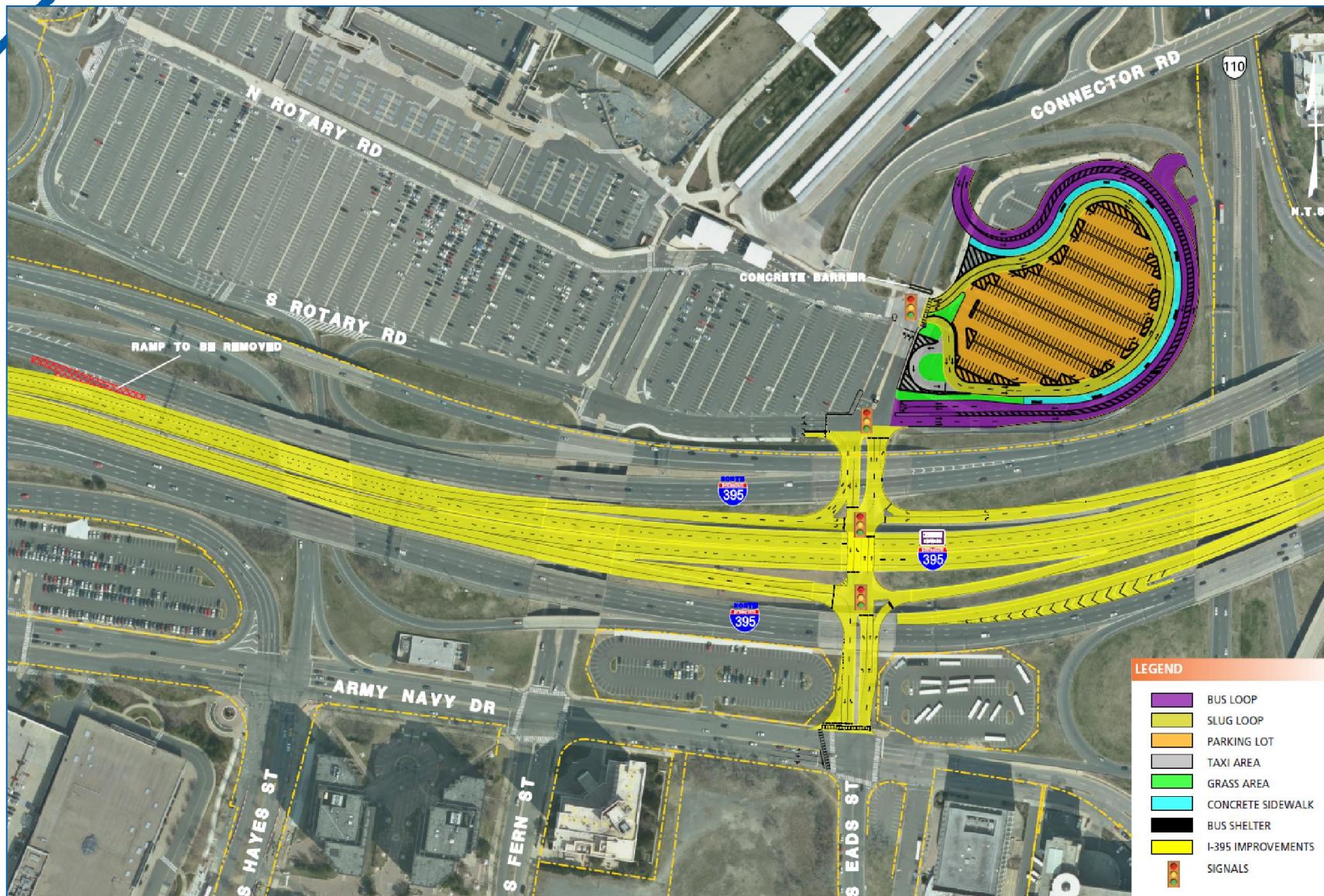
# Express Lanes Access

- All existing access points to remain the same – except for Eads Street Interchange
- Capacity and operational improvements at Eads Street Interchange under evaluation
- Seminary Road South facing ramp remains limited to HOV-only at all times





# Eads Street Interchange and Pentagon Multimodal Improvements



# Environmental Assessment Findings

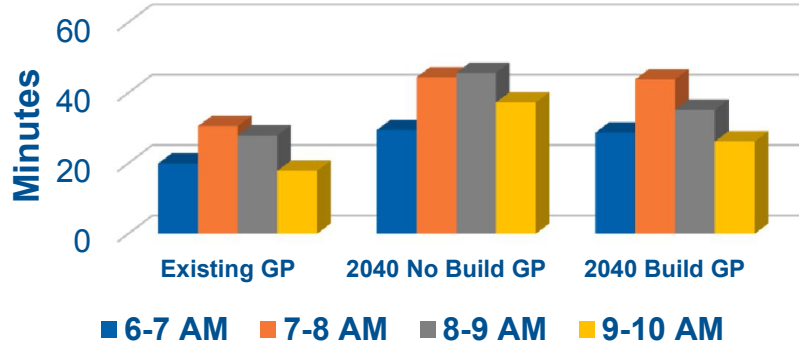
Environmental Resource	Resource Summary
Property Impacts	No relocations or displacements. 5.3 acres of right of way acquisition and/or easements.
Environmental Justice	No disproportionate impacts.
Land Use, Community Facilities, and Recreational Resources	No substantial impacts.
Cultural Resources	No adverse effect. 5.91 acres of property may be impacted by noise barriers.
Air Quality	No adverse impacts to ambient air quality and no violation of NAAQS.
Noise	Impact to 2,857 noise-sensitive receptors. 8.1 miles of barriers have preliminarily been identified as being feasible and reasonable.
Wetlands and Streams	Impacts to 0.004 acres of wetlands.
Floodplains	Impacts to 0.09 acres of 100-year floodplains and 0.01 acres of 500-year floodplains.
Wildlife and Habitat	Minimal Impact.
Threatened, Endangered, and Special Status Species	No adverse effects to the Northern Long Eared Bat and the Dwarf Wedgemussel. Anadromous Fish Use areas mapped downstream of the study area may require time-of-year restrictions.
Hazardous Materials	8 sites of elevated environmental concern. Sites will be managed and handled in accordance with federal, state, and local procedures.
Indirect and Cumulative Effects	Minimal impacts since the proposed improvements are to an existing facility within existing right of way in an environment that is highly developed.
Section 4(f)	If right of way impacts occur to historic properties, the Section 4(f) use would likely be considered a de minimis impact.



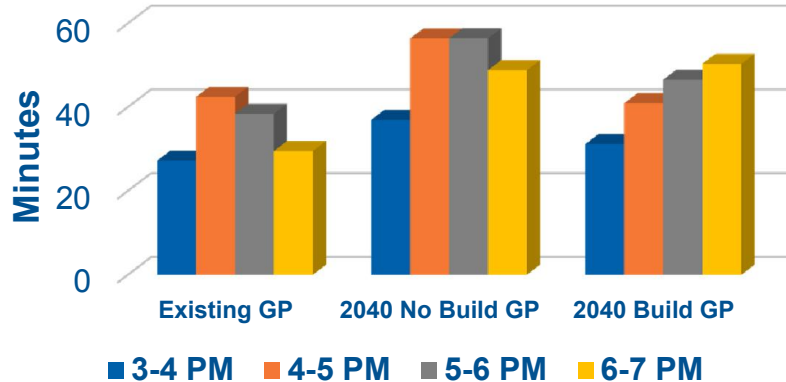
# Traffic Operations Results

## I-395 Travel Times

### Northbound I-395 - AM Peak



### Southbound I-395 - PM Peak



- Average 6 – 8 minute travel time reduction
- 15% reduction in travel times



ExpressLanes

## Arterial Operations

- 55 intersections evaluated
  - Reduced number of intersections operating at LOS E/F
  - Eads Street Interchange Improvements eliminates several deficient intersections
  - 2 intersections have a LOS degradation to D or E in PM peak hour

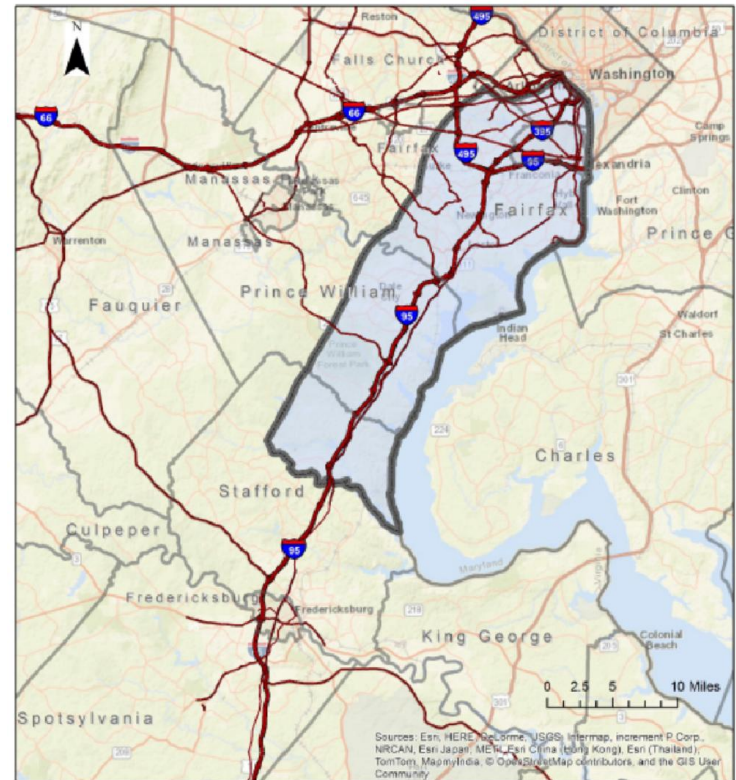
# I-95/I-395 Transit and TDM Study

- DRPT is leading the development of a new I-95/I-395 Transit/Transportation Demand Management (TDM) Study in coordination with key stakeholders including:
  - Cities of Alexandria and Fredericksburg
  - Arlington, Fairfax, Prince William, Spotsylvania and Stafford Counties
  - Northern Virginia Transportation Commission (NVTC)
  - Potomac and Rappahannock Transportation Commission (PRTC)
  - VRE and WMATA



# I-95/I-395 Transit/TDM Study Area and Markets

- Project study area extends from the southern terminus of the I-95 Express Lanes (at Garrisonville Road) north to the Potomac River and includes:
  - Parallel commuting corridors
  - Alternative modes of travel
- Transit/TDM services, programs, or facilities that are being studied include those that:
  - Use I-95 and/or I-395 and serve work destinations within the study area inside the Beltway (including downtown DC)
  - Increase person throughput but do not use I-95 or I-395
  - Provide direct access to services in the corridor that increase person throughput or travel choices in the study area



# Project Benefits

- **Move More People**
  - 35 - 50% increase in traffic volumes in HOT lanes; relieves General Purpose lanes
  - Move more than 13,000 more people in PM peak (north of Glebe Rd)
- **Reduce Congestion**
  - Average 6 to 8 minute travel time reduction in General Purpose Lanes
  - 15% reduction in travel times in General Purpose lanes
  - Increasing capacity on I-395 reduces diversion of traffic to arterial roadways
- **Expand Travel Choices**
  - Promote HOV throughout the day (currently no incentive to HOV during off-peak)
  - Allow all motorists to continue north on the HOT lanes at Turkeycock Run or enter the southbound HOT lanes exiting DC
- **Increase Reliability**
  - Reduce congestion in HOT lanes before and after current HOV restricted periods
- **Improve Safety**
  - Increased capacity will reduce the potential for congestion-related crashes
  - Increase safety at Eads Street interchange (eliminate southbound weave)
- **Noise Mitigation**
  - Provide opportunities along corridor to mitigation noise

# I-395 Express Lane Northern Extension Public Involvement

4 public hearings to present findings of the draft Environmental Assessment

- **Monday, October 24, 2016**, Wakefield High School, Arlington, VA
- **Wednesday, October 26, 2016**, Francis, C. Hammond Middle School, Alexandria, VA
- **Wednesday, November 30, 2016**, Bren Mar Park Elementary School, Alexandria, VA
- **Thursday, December 1, 2016**, Robert E. Lee High School, Springfield, VA
  - Reached more than 200 attendees
  - 44 public comments presented at meetings
  - 14 written comments received to date

23 briefings with 16 homeowners' associations

Ongoing technical coordination with localities





# Key Themes From Public Comments

## **19 written comments, 40+ verbal comments**

- Support and opposition of new noise walls along I-395
- Clarification about VDOT's partnership with Transurban on project
- Operational safety of a three 11-foot lanes, one wide shoulder
- High toll rates and HOV lane restrictions (hours extended)
- Questions about whether express lanes will improve congestion
- Importance of multimodal approach
- Impact of construction and noise to community
- Support from some residents, Luna labor union, and elected officials
- Impacts to specific intersections

# Key Milestones

Key Milestones	Begin Dates
Public Outreach and Technical Coordination	Ongoing
Begin NEPA – Environmental Assessment	January 2016
Begin Transit/TDM Study	April 2016
Public Information Meetings	April 11 and 13, 2016
Public Meetings and Hearings	October 24 and 26, 2016 October 27 (395 Widening) November 30, 2016 December 1, 2016
Regional Long-Range Plan Decision	November 2016
Final Transit/TDM Study	December 2016
Final NEPA Decision	January 2017
Begin Construction	2017
Project Completion	2019



*Multimodal Solutions - 495 to Haymarket*

## Transform 66: Outside the Beltway



## Project Scope

- Multimodal improvements to 22.5 miles of the I-66 Corridor
- 2 express lanes in each direction from I-495 (Capital Beltway) to Gainesville (University Boulevard)
- 3 general purpose lanes in each direction
- New transit service and park-and-ride lots
- Safety and operational improvements at key interchanges



Multimodal Solutions - 495 to Haymarket

## Key Policy Considerations

- **Funding for transit is a requirement**
- **Developer retains the risks for:**
  - Excessive HOV use
  - Limited relief for alternative facilities
- **Alternative Technical Concepts (ATC) desired**
  - Emphasis on innovation and increasing value
  - Reduced scope or cheaper quality not acceptable
- **Minimize negative impact of construction activities**
  - Expedited construction schedule with Liquidated Damages (LDs) for late Project completion
  - Liquidated damages for lane closures
- **No Notice to Proceed (NTP) for construction until the necessary permits are obtained**



# Key Business Terms

- **Concession Term:** 50 years
- **Financing:**
  - Developer to finance the Project at its own cost and risk
  - VDOT to provide up to \$600 million public contribution
- **Permits:**
  - VDOT to obtain required NEPA approvals, CTB approvals, and approvals by FHWA of the Comprehensive Agreement and Project Management Plan, as necessary
  - Developer to be responsible for obtaining all other permits and government approvals, and to reobtain any required reevaluation of NEPA approvals as a result of Developer's ATCs
- **Design and Construction**
  - Fixed priced contract
- **Operation and Maintenance (O&M)**
  - Developer to be responsible for O&M of the express lanes, except for snow and ice removal, which will be done by VDOT
  - VDOT to be responsible for operation and maintenance of the general purpose lanes



## Preferred Proposer

- **Best value proposal**
- **Express Mobility Partners**
  - **Equity Investors**
    - Cintra Global LTD, Meridiam Infrastructure North American Fund II
  - **Design-Build Contractors**
    - Ferrovial Agroman US Corp, Allan Myers VA, Inc.
- **\$2.3 billion construction project**
- **Provides required transit payments and support of corridor improvements**
- **Will make concession fee payment (\$500M) to Commonwealth**
- **Construction design provides innovative solutions to improve the physical quality and operations of the project**



## Other Benefits to the Commonwealth

- **\$500M now available for additional improvements to the I-66 Corridor subject to VA Code requirements ( § 33.2-1528)**
- **\$300M will return to the Northern Virginia Transportation Authority for other key regional projects**
- **\$300M will return to the High Priority Project Program in SMART SCALE for statewide competition**

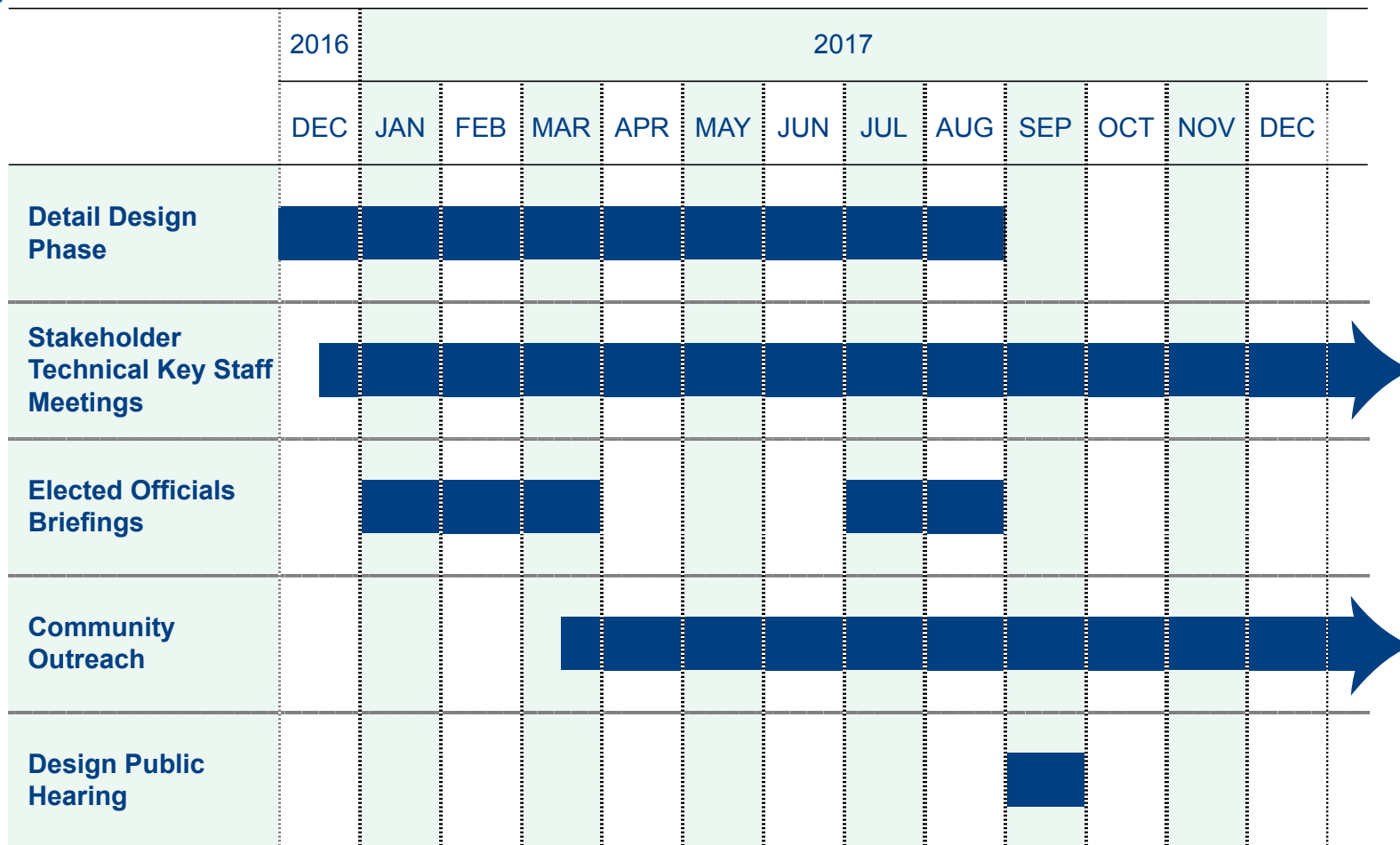


## Future Milestones

Milestone	Dates and Schedule
Begin Final Design	January 2017
Design Public Hearing	September 2017
Begin Construction	Fall 2017
Right of Way Acquisition – Offers, etc.	October 2017 – December 2018
Park and Ride Milestone Date (960 Parking Spaces near Gainesville)	<b>March 2019</b> Subject to NTP for Construction
Route 28 Signalization Date (Remove 4 Traffic Signals from Route 28)	<b>February 2020</b> Subject to NTP for Construction
Begin Tolling (Service Commencement Date)	<b>July 2022</b> Subject to Liquidated Damages
Project Completion Date	<b>August 2022</b> Subject to Liquidated Damages



# Planned Outreach and Coordination





**Thank you**



# Snow Removal and Lighting Follow-up

Board of Supervisors Transportation Committee, December 13, 2016

Department of Public Works and Environmental Services  
*Working for You!*



A Fairfax County, VA, publication  
December 2016

This presentation was prepared by Fairfax County staff. It has not been reviewed or endorsed by the Board of Supervisors.

# Objectives

- Describe scope of work for pilot program to clear snow and provide lighting for sidewalk and/or trail connection near two Metrorail stations in Tysons and elsewhere in the County.
- Describe Tysons locations considered for pilot program.
- Summarize other locations that were reviewed.
- Answer other questions posed at July 2016 Board of Supervisors Transportation Committee meeting.
- On a pilot basis, secure concurrence from Board on appropriate level of service for:
  - Trails or sidewalk connections near at least two other Metrorail stations outside of Tysons
  - Vesper Trail in Tysons and future Tysons trails described herein

# Vesper Trail

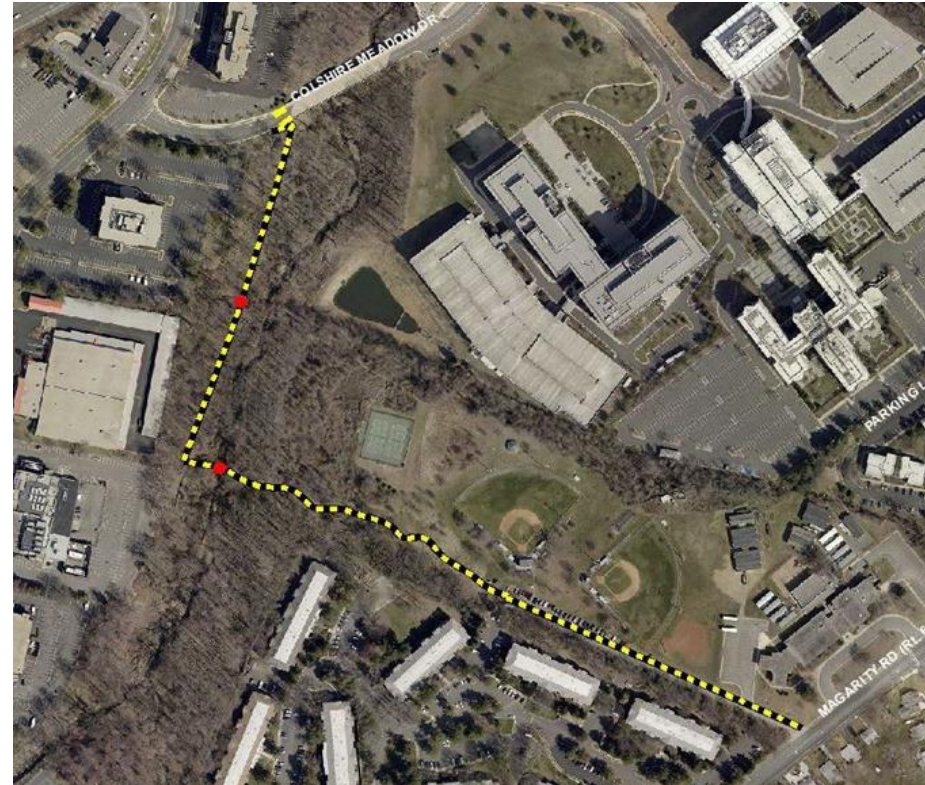
- 10-foot wide, asphalt trail to be completed and open to public by summer 2017;
- Vesper Trail connects neighborhoods in Vienna to Spring Hill Road Metrorail Station
- Approximately 2,100 feet long with one bridge crossing of Old Courthouse Spring Branch;
- Trail will be lit with lights recommended by the Tysons Urban Design Guidelines, also will be metered but not maintained by Dominion;
- Note that Tysons lights are not standard per the PFM or Dominion streetlight schedule;
- Cost estimate is \$46,000 annually.





# Scotts Run Trail

- Fairfax County Park Authority (FCPA) is managing design and construction;
- Approximately 2,600 feet long with two bridge crossings of Scotts Run;
- Trail connects Magarity Road to Colshire Meadow Drive, near McLean Metrorail Station;
- Trail will be lit with standard Tysons lighting, also will be metered but not maintained by Dominion;
- Note that Tysons lights are not standard per the PFM or Dominion streetlight schedule;
- Snow removal cost estimate: \$57,000 per year;
- Tentative completion date in 2019.



# Ashgrove Trail Extension

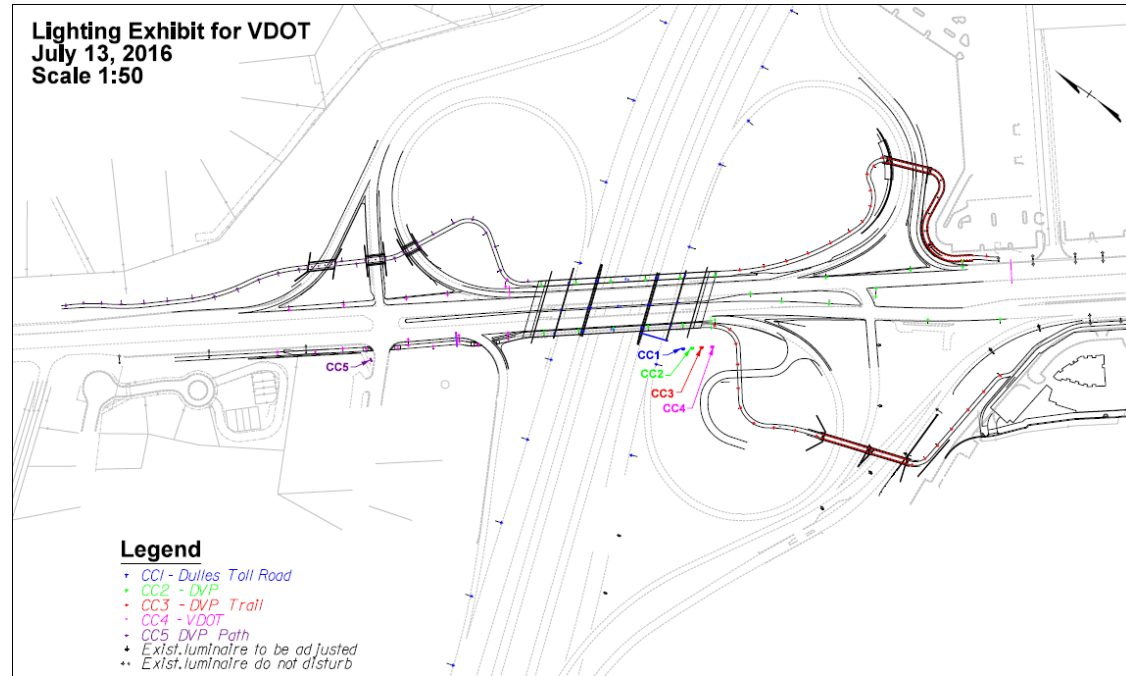
- FCPA will manage design and construction;
- Approximate length of trail extension is 670 feet;
- Trail will be lit with standard Tysons lights per the Tysons Urban Design Guidelines, also will be metered but not maintained by Dominion;
- Note that Tysons lights are not standard per the PFM or Dominion streetlight schedule;
- Snow removal is assumed for the new 670 foot section of trail, estimated at \$15,000 per year;
- Removing snow along existing trail segment over old bridge may require hand removal; that cost is not factored in at this point.
- Tentative completion date is 2019.





# Route 7 shared use paths spanning the Dulles Toll Road

- Shared use paths are being constructed parallel to east- and westbound Route 7;
- Variable width between 10-12 feet;
- Length of two paths: 5,500 feet;
- Approximately 70 light fixtures and poles are proposed;
- Staff is requesting Board concurrence on lighting but not for snow removal pilot;
- Completion date is 2018.

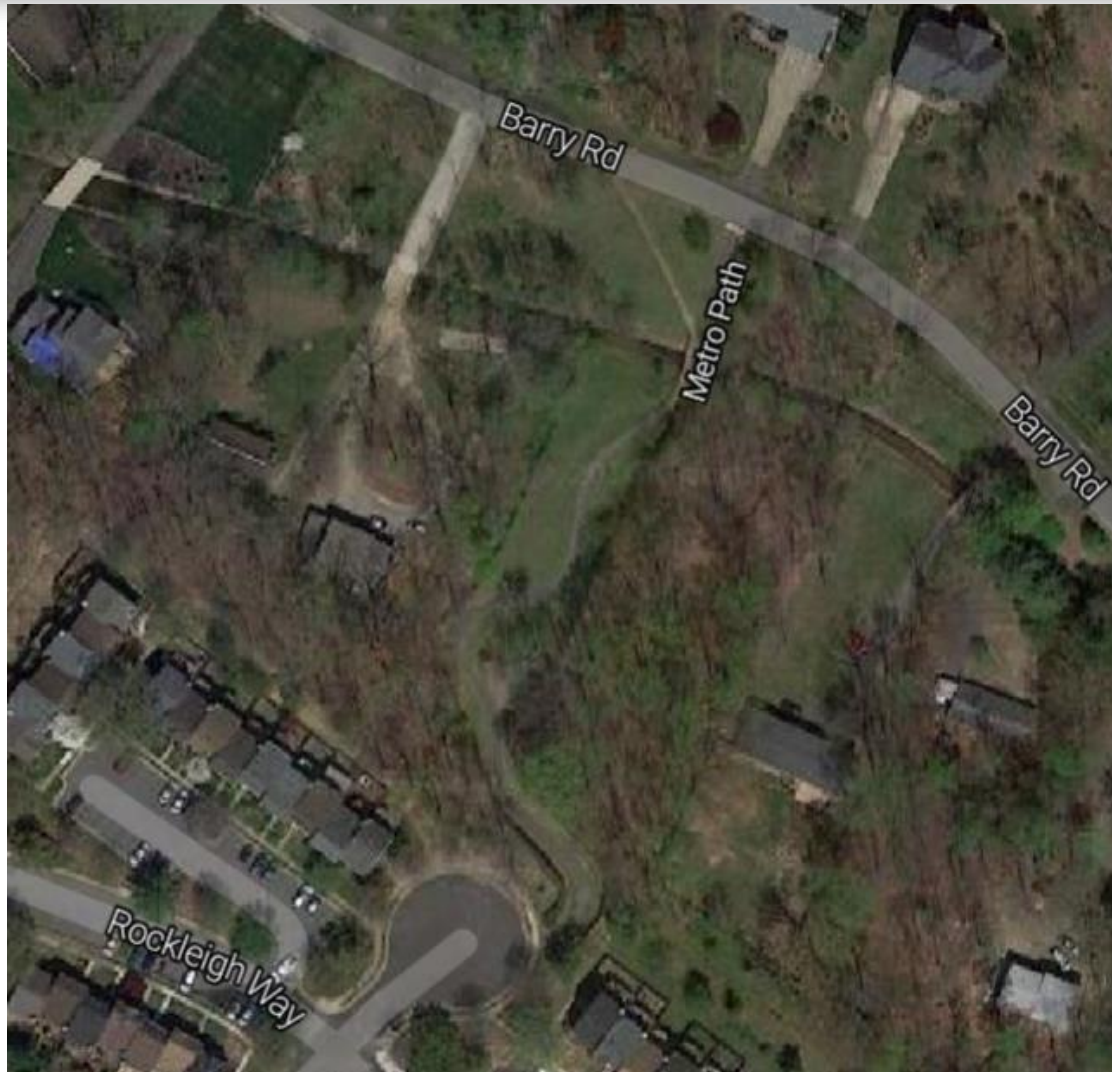


## Trail – Barry Road to Crestleigh Way (Amberleigh Neighborhood)

- Maintenance : DPWES
- Lighting: Yes, pedestrian scale
- Length: 600 ft
- Proximity to Metro: 1,800 feet
- Pavement Quality: Good
- Trail width: 4-8 ft range
- Approx. Annual Cost : \$47,000



## Trail – Barry Road to Crestleigh Way (Amberleigh Neighborhood)





## Metro Access Road– Franconia-Springfield Metro to Metropolitan Center Drive

- East-side sidewalk has missing link near Metropolitan Center Drive sidewalk. No marked crosswalk across Franconia-Springfield Loop.
- Maintenance : WMATA & GSA property
- Lighting: Yes, box on east side
- Length: 1,000 feet
- Proximity to Metro: 1,200 feet
- Pavement Quality: Good
- Sidewalk width: 5 feet
- Approx. Annual Cost: \$47,000
- Private ownership, maintenance agreement needed.

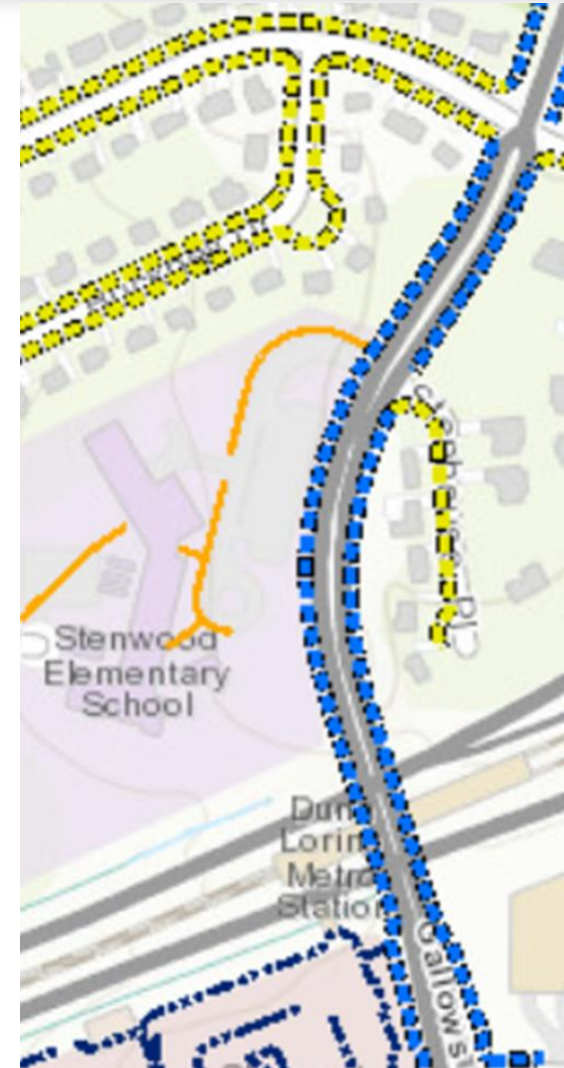


# Metro Access Road– Franconia-Springfield Metro to Metropolitan Center Drive



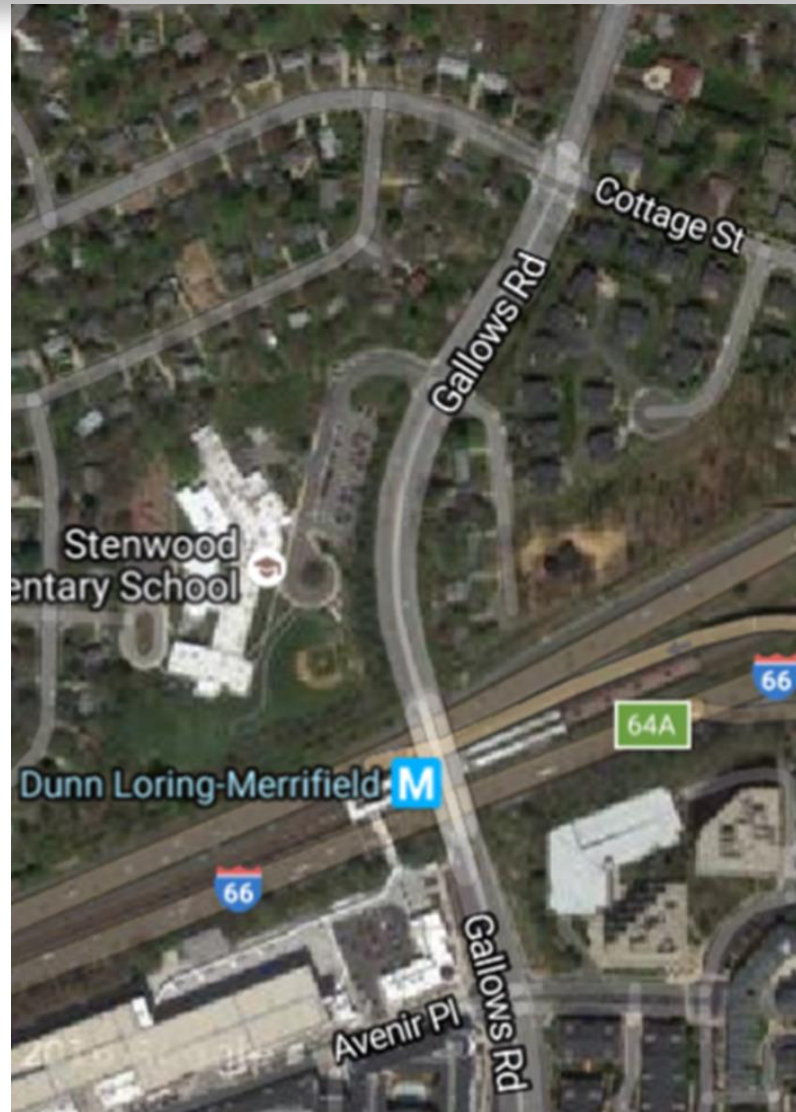
## Gallows Rd – Cottage Street to Dunn Loring-Merrifield Metro Entrance

- West side including bridge over I-66
- Maintenance : DPWES
- Lighting: cobra heads along Gallows Road
- Length: 1,500 feet
- Proximity to Metro: 100 feet
- Pavement Quality: Good
- Sidewalk width: 6 to 8 feet
- Approx. Annual Cost : \$47,000
- Note possible windrows created by VDOT plowing at bridge location.





# Gallows Rd – Cottage Street to Dunn Loring-Merrifield Metro Entrance



# Trails Evaluated but Not Recommended

Metrorail Station	Trail Location	Not Recommended Due to...
Van Dorn	Oakwood Road	Long alternative route with moderate usage due to distance and isolation hazard, difficult to clear elevated structure under Beltway
Huntington	Abandoned Biscayne Drive	No public access at Montebello Condominiums, long circuitous route, pavement not maintained
Franconia-Springfield	FC Parkway ramp to Greenwood neighborhood	Long route with moderate usage due to distance
West Falls Church	Haycock Road	Critical segment is too narrow to clear (< 3 feet wide) due to equipment limitations, limited cobrahead lighting
Dunn Loring - Merrifield	Dunn Loring Village trail to Prosperity Avenue	Unimproved trail with fair-weather crossing, no lighting
Vienna	Vaden Drive trail to Route 50	Long route with moderate usage and long distance to Metro, no lighting

# Inquiries from July meeting: compare to W&OD trail\*

- Snow depth must be measurable, six inches or more and is expected to remain unmelted due to cold temperatures ;
- NoVa Parks uses only snow blowers on paved surface, no blades, meaning surface is not entirely cleared;
- Operations begin in Arlington County and move west;
- Expectations under normal snow conditions : have the trail cleared within two weeks. Recent storms took less than a week to clear.
  - Bullets are taken from communications between County staff and NoVa Parks, August 2015;

Arlington County applies a higher level of service for trails connecting to Metrorail, similar to what is proposed for the initial pilot.

# Alarm boxes

- Alarm boxes have not been included in Tysons trail designs because of ubiquity of cell phone use and coverage.
  - Per discussions with FCPD, the only existing known call boxes in the County are located on college campuses



# Staff Recommendations - Cost Summary

Metrorail Station	Trail Location	Approximate Annual Cost for		
		Snow Removal	Electricity	Lighting Maintenance
Spring Hill	Vesper Street	\$46,000	\$5,000	\$5,000
Spring Hill	Ashgrove Lane	\$15,000	\$2,500	\$5,000
Spring Hill	Route 7	-	\$15,000	\$30,000
McLean	Scotts Run	\$57,000	\$7,500	\$10,000
Franconia-Springfield	Barry Road to Crestleigh Lane	\$47,000	<i>Already budgeted</i>	<i>Already budgeted</i>
Franconia-Springfield	Metro Access Road to Metropolitan Center Drive	\$47,000	<i>N/A</i>	<i>N/A</i>
Dunn Loring - Merrifield	Gallows Road	\$47,000	<i>N/A</i>	<i>N/A</i>
<b>Approximate Total Cost</b>		<b>Snow Removal:</b>	<b>Lighting:</b>	
		<b>\$259,000</b>	<b>\$80,000</b>	
		<b>per year</b>	<b>per year</b>	

# Questions and Discussion



# Reston Transportation Funding Plan

Feedback and Staff Recommendation

Board Transportation Committee  
December 13, 2016

Tom Biesiadny, Janet Nguyen, Ken Kanownik  
Fairfax County Department of Transportation

\*This presentation was prepared by Fairfax County Department of Transportation staff.  
It has not been endorsed by the Board of Supervisors.



# Agenda

- Review – Projects, Framework, Scenarios
- Recent Meetings
- Summary Of Feedback From Community, Stakeholders, and Advisory Group
- Staff Recommendation
- Next Steps/Schedule



# Background

- Board of Supervisors approved the Reston Phase I Comprehensive Plan amendment on February 11, 2014, to address the three Reston Transit Station Areas (Reston TSAs: Wiehle-Reston East, Reston Town Center, and Herndon).
- The plan amendment recommended road transportation improvements, a grid network, and intersection improvements to support its vision for the Reston TSAs.
- A follow-on motion was also adopted that directed staff and the planning commission to develop an inclusive process to prepare a funding plan for the recommended transportation improvements that includes both public and private investment.
- A briefing was made to the Board Transportation Committee on October 4, 2016 on the work being done to develop the funding plan.



# County of Fairfax, Virginia

## Project List and Estimates

Projects to be included in the Reston Transportation Funding Plan were either recommended by the Reston Phase I Comprehensive Amendment or were necessary to support the plan.

All estimates are planning level estimates. Network Analysis study will refine the road widths and will provide priorities.

\*Project is partially or completely located in Dranesville District. Remaining projects are located in Hunter Mill District.

RESTON FUNDING PLAN PROJECTS	
Projects	Estimate as of 2016
<b>Roadway Improvements</b>	
DTR Crossing at Soapstone Overpass – Sunrise Valley Drive to Sunset Hills Road	\$170,000,000
DTR Town Center Parkway Underpass – Sunrise Valley Drive to Sunset Hills Road	\$170,000,000
Fox Mill Road Widening – Reston Parkway to Monroe Street	\$60,000,000
Monroe Street Widening – West Ox Road to Town of Herndon*	\$80,000,000
Pinecrest Road Extension – South Lakes Drive to Sunrise Valley Drive	\$25,000,000
Reston Parkway Widening – South Lakes Drive to DTR	\$25,000,000
Fairfax County Parkway - DTR to West Ox Road Widening	\$80,000,000
Fairfax County Parkway at Sunrise Valley Drive (Interchange)	\$400,000,000
South Lakes Drive Overpass – Sunrise Valley Drive to Sunset Hills Road	\$90,000,000
West Ox Road Widening – Lawyers Road to Centreville Road	\$100,000,000
<b>Total Roadway Improvements</b>	<b>\$1,200,000,000</b>
<b>Intersection Improvements</b>	
Centreville Road at Sunrise Valley Drive*	\$10,000,000
Centreville Road/DTR EB on/off Ramps*	\$1,500,000
Hunter Mill Road/Sunset Hills Road	\$3,500,000
Reston Parkway/Bluemont Way	\$4,000,000
Reston Parkway/DTR WB on/off Ramps	\$5,000,000
Reston Parkway/New Dominion Parkway	\$5,000,000
Reston Parkway/Sunrise Valley Drive	\$15,000,000
Wiehle Avenue/DTR EB on/off Ramps	\$600,000
<b>Total Intersection Projects</b>	<b>\$44,600,000</b>
<b>Grid Network</b>	<b>\$1,021,000,000</b>
<b>Total</b>	<b>\$2,265,600,000</b>



## Reston Funding Plan Allocation Framework

Six options were proposed to the Advisory Group as methods of allocating costs. This allocation has been the basis for discussion of funding scenarios.

In this framework, public and private revenues will share costs, approximately equally.

Reston Roadway projects would be paid for with public revenues.

Intersections and the Grid would be paid for with private revenues.

Staff believes it is important to have a methodology and rationale behind proposed strategies to support decision making.

Allocation Option 5: Project Category		
Project	Estimate	Allocation (\$)
<b>Reston Roadways</b>		
Public Share	100%	\$1,200,000,000
Private Share	0%	\$0
<b>Reston Intersections</b>		
Public Share	0%	\$0
Private Share	100%	\$45,000,000
<b>Grid</b>		
Public Share	0%	\$0
Private Share	100%	\$1,021,000,000
<b>Total</b>		
	<b>\$2,265,600,000</b>	
<b>Public Share</b>	<b>53%</b>	<b>\$1,200,000,000</b>
<b>Private Share</b>	<b>47%</b>	<b>\$1,065,600,000</b>

\*The public private split for the Tysons Transportation Funding plan is 56/44.





# Private Share of Funding Plan

Total Private Share (Total Grid + Intersection Improvements)	\$1,066,000,000
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A significant portion of the total private share is expected to be paid for through in-kind contributions to the grid from developers as redevelopment occurs. The balance of the private share is expected to be paid for through contributions to another funding mechanism(s).

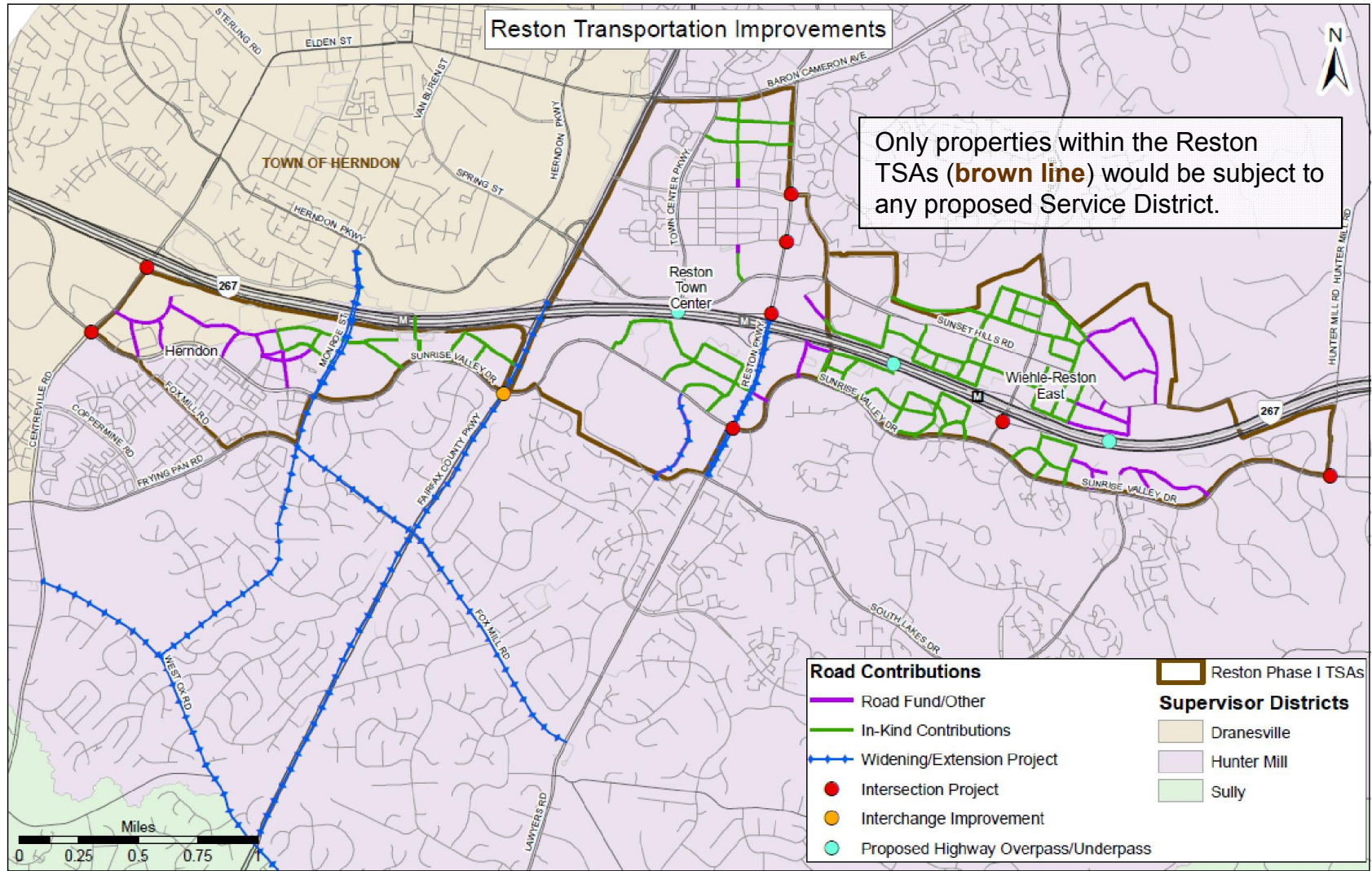
## Contributions Needed Towards Private Share from Other Funding Mechanism(s)

Grid estimate	\$1,021,000,000
Less: Expected developer in-kind contributions to the Grid	\$716,000,000
Net funding need from private share for Grid	\$305,000,000
Add: Intersections	\$45,000,000

<b>Contributions Needed Towards Private Share From Other Funding Mechanism(s)</b>	<b>\$350,000,000</b>
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# County of Fairfax, Virginia



Funding Scenarios Proposed to meet \$350M Private Share Balance	Contribution Rates and Related Shortfall						
	Road Fund		Tax/Service District over Reston TSAs				
	Residential/DU	Commercial/SF	Other Funding Needed to meet \$350M (\$M)	Tax District Rate		Service District Rate	Tax/Service District Contribution to \$350M (%)
Scenario 1: Tysons residential rates	\$2,571	\$18.34	\$0	N/A	-	N/A	0%
Scenario 2: Tysons commercial rates	\$4,627	\$12.63	\$0	N/A	-	N/A	0%
Scenario 3: Rates proportional to development in Reston TSAs	\$7,058	\$5.88	\$0	N/A	-	N/A	0%
Scenario 4: Tysons rates and Service District over Reston TSAs	\$2,571	\$12.63	\$79	N/A	-	0.012	22%
Scenario 5: Tysons rates and Tax District over Reston TSAs	\$2,571	\$12.63	\$79	0.025	-	N/A	22%
Scenario 6: Tysons Rates and Service District over Reston & TSAs	\$2,571	\$12.63	\$79	0.025	or	0.012	22%
Scenario 7: Tysons Rates and Service District over Small Tax District 5	\$2,571	\$12.63	\$79	0.025	or	0.012	22%
Scenario 8: General adjustment from Tysons rates, -11%	\$2,288	\$11.24	\$108	0.035	or	0.017	31%
Scenario 9: Specific adjustments from Tysons rates, +15% residential, -19% commercial	\$2,957	\$10.23	\$80	0.025	or	0.013	23%
Scenario 10: Splits \$350M equally between Road Fund/Service District and maintains Tysons proportions for Res/Com road fund rates	\$1,635	\$8.19	\$175	N/A		0.027	50%
Scenario 11: Similar total expense per Road Fund (residential) contribution and Service District (avg. home) contribution	\$2,080	\$10.09	\$132	N/A		0.020	38%

\*Scenario 6 and 7 would not generate significant amounts of additional revenue to warrant additional implementation challenges and were removed from consideration. Please note that the information provided in this presentation is not final and is for discussion purposes only.



## Recent Meetings and Outreach since October 4, 2016

Date	Event
November 7, 2016	<ul style="list-style-type: none"><li>• <b>Community Meeting</b> – provided updates regarding development of the Reston Transportation Funding Plan and sought feedback from the community.</li></ul>
November 26, 2016	<ul style="list-style-type: none"><li>• <b>Advisory Group Meeting</b> – reviewed feedback received from the community, stakeholders, and the Advisory Group; continued discussion of the funding scenarios.</li></ul>
December 1, 2016	<ul style="list-style-type: none"><li>• <b>Planning Commission Transportation Committee</b> – provided a briefing on the work being done towards development of the Reston Transportation Funding Plan.</li></ul>



## Summary of Feedback from All Community Meetings

- Reston should not be compared to Tysons.
- If a development is profitable, developers should pay for all transportation costs associated with development.
- If a development is not profitable, the County and residents should not be subsidizing the costs associated with development.
- There was concern about developers building the expected in-kind contributions for less than the estimated total.
- Developments that create more traffic impact should pay for more of the improvements.
- The revenues from homeowners should not be used to pay for streets that benefit developers.



## Summary of Feedback from All Stakeholder Meetings

- Those who develop early in the funding plan should not have to contribute more to the funding plan than later developments.
- More emphasis should be placed on a service district rather than road funds. Service districts are bondable and more reliable.
- The road fund contribution for commercial property proposed in several of the scenarios is too high, and will make it difficult to develop commercial property in the Reston TSAs.
- Are all of the improvements in the Reston Transportation Funding Plan needed?





## Feedback from Advisory Group

The Reston Network Analysis Advisory Group (Advisory Group) created a written document that provided the group's high level feedback on the proposed Reston Transportation Funding Plan on September 26, 2016.

- Agreement on public/private allocation framework.
  - Roadway Improvements to be paid by public funding.
  - Intersection Improvements to be paid by private funding.
  - Grid Network to be paid by private funding.
- The tax district option is unrealistic and could be removed from further consideration for the funding plan.
- The Advisory Group is most interested in funding options that include both proffer (road fund) and service district revenue streams.





## Feedback from Advisory Group Continued

- The Advisory Group team recognizes that transportation is but one of many important development objectives under the comprehensive plan update that must be funded.
- There is agreement that there should be a sunset provision that terminates the Road Fund and service tax district when all the projects for which they were intended have been funded.
- The Advisory Group directed staff to pursue all further analysis on options 8, 10, and 11.



# Funding Scenarios 8, 10, and 11

**Scenario 8:** Uses the Tysons combined rates for residential and commercial and adjusts them downwards by 11% based on an average assessed value difference between all properties in Reston TSAs and Tysons in 2015. A service district over the Reston TSAs only fills any remaining funding needs based on the adjusted rates.

**Scenario 10:** Splits the private funding shortfall (\$350M) equally between a road fund and a service district and determines rates that maintain the same residential to commercial road fund contribution ratio as Tysons.

**Scenario 11:** At an average annual service district contribution rate of \$0.02/\$100 of assessed value, a current resident in the Reston TSAs with an average residence of approximately \$260,000 assessed value will have an out of pocket expense, paid over 40 years, approximately equal to a residential per dwelling unit contribution of a developer.

Road Fund, New Development – Reston TSAs				
Scenario	Residential*		Commercial	
	Rate per Dwelling Unit	Revenue	Rate per Square Foot	Revenue
8	\$2,288	\$87,000,000	\$11.24	\$155,000,000
10	\$1,635	\$62,000,000	\$8.19	\$113,000,000
11	\$2,080	\$79,000,000	\$10.09	\$139,000,000

\*Residential includes apartments.

All Properties – Reston TSAs		
Service District		Contribution to \$350M (%)
Rate <sup>+</sup>	Revenue	
\$0.017	\$108,000,000	31%
\$0.027	\$175,000,000	50%
\$0.020	\$132,000,000	38%

<sup>+</sup>Rate per \$100 of assessed value



## Advisory Group Meeting - November 21, 2016

At the latest Advisory Group meeting on November 21, 2016:

- The Advisory Group did not come to a consensus on a final rate scenario.
- Various members of the Advisory Group voiced that each scenario had aspects that were preferable and that each scenario also had aspects that were not preferable.
- There was differing opinion on the appropriate level of specificity of any recommendation.
- The Advisory Group requested additional time to allow for the Reston Association Board to be briefed and to discuss the funding plan.



# Scenario 12

## Staff Proposal:

- Using the Advisory Group's high level feedback, considering individual member's feedback, stakeholder feedback, and citizen feedback, staff proposes Scenario 12 to address as much of the input as possible.
- This scenario takes into account the ranges in scenarios 8, 10, and 11, and applied some additional refinement based on the feedback received.

## Scenario 12

- Service District \$0.021 per \$100 of assessed value
- Residential: \$2,090 per dwelling unit
- Commercial: \$9.56 per square foot



# Funding Scenarios 8, 10, 11, and 12

Road Fund, New Development – Reston TSAs				
Scenario	Residential		Commercial	
	Rate	Revenue	Rate	Revenue
8	\$2,288	\$87,264,320	\$11.24	\$154,412,602
10	\$1,635	\$62,358,900	\$8.19	\$112,512,385
11	\$2,080	\$79,331,200	\$10.09	\$138,614,160
12	\$2,090	\$79,712,600	\$9.56	\$131,287,400

Service District, All Properties in Reston TSAs			
Scenario	Service District		Contribution to \$350M (%)
	Rate	Revenue	
8	\$0.017	\$108,323,078	31%
10	\$0.027	\$175,128,715	50%
11	\$0.020	\$132,054,640	38%
12	\$0.021	\$139,000,000	40%

- Apartments would contribute towards the residential road fund rates.
- Service district rate is shown as the annual average rate per \$100 of assessed value.
- Revenues shown do not account for inflation and are total revenues over 40 years.



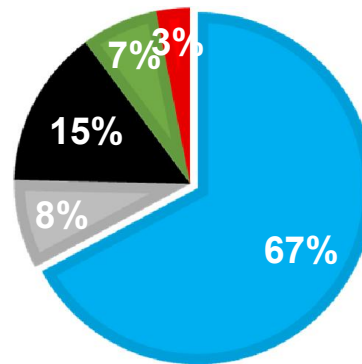
## Funding Scenarios 8, 10, 11, and 12

### Percent Contribution to Total Private Share (\$1.066B):

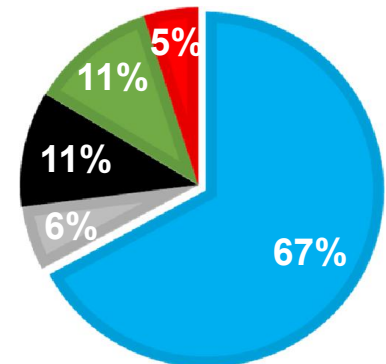
- In-Kind Contributions paid by developers
- Residential (Road Fund) paid by developers
- Commercial (Road Fund) paid by developers
- Service District C&I paid by commercial property owners
- Service District Owner Occupied paid by residents

Contribution to Total Private Share		
Scenario	Road Fund	Service District
8	23%	10%
10	17%	16%
11	20%	13%
12	20%	13%

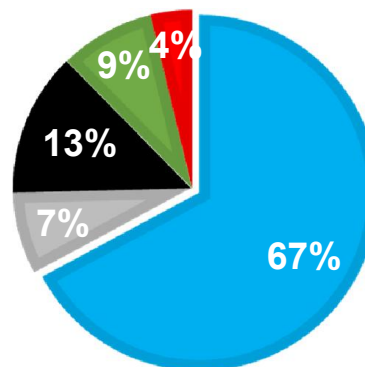
SCENARIO 8



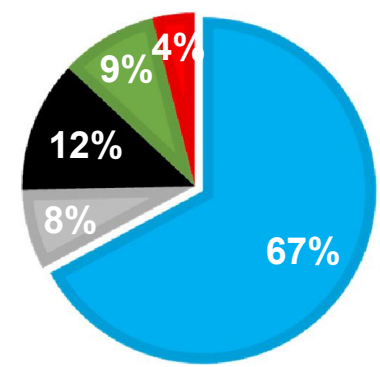
SCENARIO 10



SCENARIO 11



SCENARIO 12







# Financial Impact of a Service District by Scenario

Residential							
Assessed Value		\$260,000.00*		\$500,000.00		\$750,000.00	
Option	Service District Rate	Annual	40 Year Total	Annual	40 Year Total	Annual	40 Year Total
8	\$0.017	\$44.20	\$1,768	\$85.00	\$3,400	\$127.50	\$5,100
10	\$0.027	\$70.20	\$2,880	\$135.00	\$5,400	\$202.50	\$8,100
11	\$0.020	\$52.00	\$2,080	\$100.00	\$4,000	\$150.00	\$6,000
12	\$0.021	\$54.60	\$2,184	\$105.00	\$4,200	\$157.50	\$6,300

Commercial							
Assessed Value		\$1,000,000		\$15,000,000		\$50,000,000	
Option	Service District Rate	Annual	40 Year Total	Annual	40 Year Total	Annual	40 Year Total
8	\$0.017	\$170	\$6,800	\$2,550	\$102,000	\$8,500	\$340,000
10	\$0.027	\$270	\$10,800	\$4,050	\$162,000	\$13,500	\$540,000
11	\$0.020	\$200	\$8,000	\$3,000	\$120,000	\$10,000	\$400,000
12	\$0.021	\$210	\$8,400	\$3,150	\$126,000	\$10,500	\$420,000

\*Approximate average assessed value in Reston TSAs.



### Share of Contributions from Owner Occupied Residential Units

- In response to feedback from the public meeting, several citizens expressed displeasure for the potential to fund the grid of streets with service district funds.
- It is unknown what proportion of new residences in the Reston TSAs will be constructed as owner occupied residential dwelling units (OORDU).
- The current proportion of OORDUs in the Reston TSAs is approximately 22% of the total assessed value.
- Using a very aggressive and highly unlikely projection, 75% of future growth of all residential dwelling units being assigned as OORDUs, the total contribution to the service district at an average annual rate of \$0.021/\$100 of assessed value is approximately \$42 million.
- This shows the OORDUs do not contribute more than the cost of the intersection improvements (estimated at approximately \$45 million as of 2016).
- New developments and commercial and industrial properties will contribute the amounts needed to cover the grid network and a portion of the intersection improvements.



## Share of Contributions Owner Occupied Residential Units – Scenario 12

<b>Owner Occupied Residential Dwelling Unit (OORDU) Analysis Reston TSAs</b>			
	<b>S.D. Rate \$0.021 cents per \$100</b>		
Years	5 Year Aggregate Contribution	Percent OORDU	OORDU Contribution
2017-2021	\$ 10,444,896	22%	\$ 2,297,877
2022-2026	\$ 12,423,086	24%	\$ 2,981,541
2027-2031	\$ 14,401,276	26%	\$ 3,744,332
2032-2036	\$ 16,379,466	28%	\$ 4,586,250
2037-2041	\$ 18,357,656	30%	\$ 5,507,297
2042-2046	\$ 20,335,846	32%	\$ 6,507,471
2047-2051	\$ 22,314,036	34%	\$ 7,586,772
2052-2056	\$ 24,292,226	36%	\$ 8,745,201
<b>Total</b>	<b>\$ 138,948,487</b>		<b>\$ 41,956,741</b>
	Total Percent to Service District		30%
	Total Percent to Private Share		4%
	Total Percent to Funding Plan		2%



# Discussion on Scenario 12

## Staff thoughts:

- Slightly closer to the planned balance of residential to commercial development in the Reston TSAs. Only properties within the Reston TSAs will be affected.
- Owner occupied contributions do not exceed estimates for Intersection Improvements.
- Road fund rates is within acceptable range from other County fund areas.
- Aligns with input from the Advisory Group's high level feedback document from September 26, 2016, feedback from the community, and feedback from stakeholders.
- To be proposed and discussed at the Reston Association Board Meeting on December 15, 2016, and the Reston Network Advisory Group meeting on December 19, 2016.

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Scenario 11: Similar total expense per Road Fund (residential) contribution and Service District (avg. home) contribution	\$2,080	\$10.09	\$132	N/A		0.020	38%
Scenario 12: Staff Proposal	\$2,090	\$9.56	\$139	N/A		0.021	40%



## Next Steps/Tentative Schedule

Date	Event
January 2017	<ul style="list-style-type: none"><li>Dates to be determined, Community and Stakeholder Outreach</li></ul>
January 24, 2017	<ul style="list-style-type: none"><li>Request authorization to advertise public hearing on Reston Transportation Funding Plan</li></ul>
February 28, 2017	<ul style="list-style-type: none"><li>Public hearing to seek Board approval of Reston Transportation Funding Plan</li><li>Request authorization to advertise public hearing on associated service district over the Reston TSAs only</li><li>Board adoption of Road Fund and Road Fund Guidelines</li></ul>
March 2017	<ul style="list-style-type: none"><li>Public hearing on specific service district proposal over Reston TSAs only.</li></ul>





# Comments/Questions?



# **Dulles Metrorail Silver Line Phase 2: Fairfax County Parking Garages Herndon and Innovation Center Station**

Tom Biesiadny, Todd Wigglesworth, Katayoon Shaya, and Joe LaHait

Board Transportation Committee  
December 13, 2016

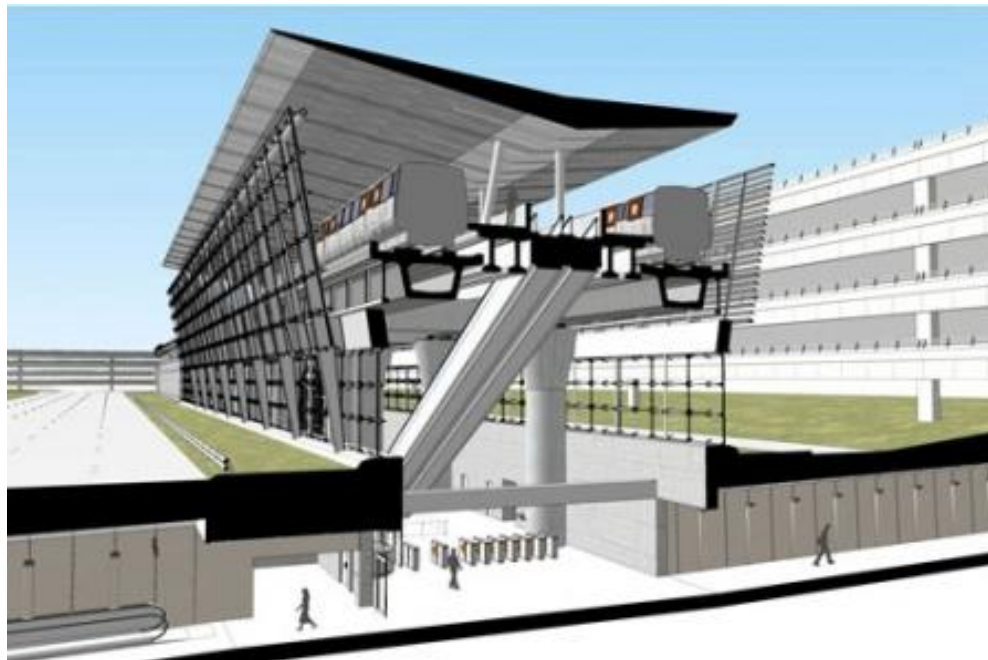


# Presentation Outline

- I. Parking Garages
- II. Fairfax County Metrorail Parking System
- III. Plan of Finance
- IV. Parking Consultant Review
- V. Timeline
- VI. Appendix



## I. PARKING GARAGES





### Background Silver Line Phase 2 – Parking Garages

- Funding plan agreement reached between USDOT, Commonwealth of Virginia, Fairfax & Loudoun Counties, MWAA, and WMATA in 2011
- Counties agreed to “use best efforts” to relieve the rail project of the five parking garages
  - Fairfax County: Herndon and Innovation Center Station
  - Loudoun County : Route 606, 772 north, and 772 South
- Per the terms of a side letter agreement executed along with the County’s \$403.3 million Transportation Infrastructure Financing and Innovation Act (TIFIA) loan (both approved by the BOS in December 2014):
  - County agreed to complete construction of both parking garages by the start of passenger (revenue) service
  - Failure to do so results in repayment of all TIFIA loan proceeds drawn to date and ability to draw any remaining TIFIA loan amounts ceases
  - No use of TIFIA funds for the parking garages; this avoids any “federalization” of the projects and related cost increases



## Ownership of New Parking Garages

- WMATA owns parking facilities at five Metrorail stations in Fairfax County (Vienna, Dunn Loring, West Falls Church, Huntington and Franconia-Springfield)
- With the Dulles Rail project, Fairfax County has taken on a greater role in the development and ownership of the parking facilities at the new Metrorail stations: Wiehle-Reston East, Herndon and Innovation Center
- The county has secured property for these parking facilities:
  - For Wiehle-Reston East and Herndon, the County purchased the property for these facilities in the mid-1990s and developed satellite park-and-ride lots
  - At the Innovation Center Station, the County secured the land for the parking garage through a proffer
- By retaining ownership of the parking facilities, the County controls future joint development on the sites and retains all the revenue from these joint developments







## Herndon Station Garage Budget / Schedule

- **Total Project Estimate**      *Revised Estimate \$44.5 million*

- **Schedule**

Design:	June 2014 – December 2015
Land Use & Permitting:	September 2015 – September 2016
Bid Opening:	August 2016
Construction Award:	October 2016
Construction (new):	November 2016 – February 2019
Construction (existing):	February 2019 – April 2019
Occupancy:	May 2019



## Innovation Center Station Garage Budget / Schedule

- **Total Project Estimate** \$57.4 million
- **Schedule**

Design:	August 2014 – November 2016
Land Use & Permitting:	January 2016 – November 2016
Bidding:	December 2016 – March 2017*
Construction Award:	March – April 2017
Construction:	April 2017
Occupancy:	April / May 2019

\*Anticipate bid opening in February 2016



## II. FAIRFAX COUNTY METRORAIL PARKING SYSTEM



## Fairfax County Metrorail Parking System - Surcharge

- The concept of a parking surcharge was developed by Fairfax County and WMATA to fund additional Metrorail parking spaces
- Original surcharge agreement executed in 1989; amended in 1999 and again in 2014
- WMATA collects surcharge on top of base parking fee and credits it to the account of a jurisdiction that uses it to provide Metrorail parking facilities
- County provided revenue bond financing through the EDA that was supported by parking surcharge fees from seven facilities in or near Fairfax County
- Used to pay debt service on bonds issued by the EDA for new parking garages at the Vienna and Huntington Metrorail Stations



## **Metrorail Surcharge Implementation Agreement- Amendment**

- WMATA and County Board negotiated an amendment to the Surcharge Implementation Agreement in fall 2014 to include Herndon and Innovation Center garages
  - Transferred custody of the surcharge balance (~\$21M) and ongoing monthly revenues from WMATA directly to the County
- Amendment allows generation of approximately \$3-4 million annually
  - Outstanding debt on Vienna II paid off in November 2016



## Current Surcharge Fee Structure

Station	Parking Capacity	Parking Fee to Customer	Base Revenues to WMATA	Revenue to Surcharge Account
Huntington	3,617	\$4.85	\$3.60	\$1.25
West Falls Church	2,009	\$4.85	\$3.85	\$1.00
Dunn Loring	1,326	\$4.85	\$3.60	\$1.25
Vienna	5,169	\$4.85	\$3.60	\$1.25
Franconia	5,069	\$4.85	\$3.60	\$1.25
Van Dorn	361	\$4.85	\$4.35	\$0.50
East Falls Church	422	\$4.85	\$3.85	\$1.00
<b>Total</b>	<b>17,973</b>			

Source: WMATA FY 2017 Adopted Budget

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## County Parking Fees – Herndon, Innovation Center, and Wiehle-Reston East

Station	Parking Capacity	Parking Fee to Customer*	Base Revenues to WMATA	Revenue Directly to County
Herndon – Existing**	1,569	\$4.85	0	\$4.85
Herndon – New	2,006	\$4.85	0	\$4.85
Innovation Center	2,070	\$4.85	0	\$4.85
Wiehle-Reston East	2,316	\$4.85	0	\$4.85
Total	7,961			

\*Fairfax has the ability to set its own Parking Fee to customers but generally will follow those rates set by WMATA on an annual basis; County funds to be received via WMATA fare collection system less an administrative fee

\*\*Will convert to paid parking facility when revenue/passenger service begins for Phase 2



## County Parking Fees – Herndon and Innovation Center

- New County Parking Fund was setup as part of FY 2016 Adopted Budget Plan
- County will pay all debt service, operations, and maintenance on Herndon and Innovation Center Garages (similar to Wiehle-Reston East)
- “All funds will be used solely for planning development, financing, construction, operation, maintenance, insurance, improvement, and expansion of the WMATA controlled parking spaces and Fairfax county controlled parking projects”
  - Per Amended surcharge agreement
  - Cannot use funds for non parking related purposes, or transfer out of the fund



### III. PLAN OF FINANCE





## Plan of Finance and Credit Structure

- Level Debt Service amortized over 30 years
- Capitalized Interest during construction
- Anticipated Credit Rating: Double A Category
  - Consistent with rating achieved on prior County surcharge parking revenue bonds (Vienna II Aa2/AA/AA+)
  - Credit Enhancement key rating factor
- Debt Service Reserve Fund (DSRF) funded at Maximum Annual Debt Service (MADS) from existing surcharge revenue cash balances



## Fairfax EDA Parking System Revenue Bonds

- Secured by parking system revenue with credit enhancement from the County
  - Any shortfalls in a debt service reserve fund (DSRF) securing the bonds would be filled by an appropriation from the General Fund (i.e. “Moral Obligation”)
  - Prior County uses include: Route 28 Bonds, Vienna 2 Parking Bonds, TIFIA loan
  - Will not impact County debt ratio, assuming no use of General Fund monies



## **Fairfax EDA Parking System Revenue Bonds Continued**

- County will receive 100% of the parking fee revenue (\$4.85/ day) from Herndon and Innovation Station garages which can be used for O&M, capital and debt service
- County will continue to receive surcharge revenue on existing WMATA owned Metrorail parking facilities and such funds may be used for capital and debt service





## Financing Assumptions

- Utilize existing cash balances from the surcharge revenues in Fund 40125, Metrorail Parking System Pledged Revenues
- \$4.85 daily parking rate for County owned and County surcharge garages
- Parking space occupancy rate of 70% for existing surcharge parking garages (annual revenues approximately \$3.7m). Intended to be conservative
- Assumed “ramp-up” of occupancy rates for Innovation Center Station Garage, existing Herndon-Monroe Park & Ride and new Herndon-Monroe Garage



## Financing Assumptions Continued

- Surcharge and County owned garage revenue increase of 1% annually beginning in FY 2021
- Expenditure assumptions beginning in FY 2021
  - \$5.6m annual debt service\*
  - \$2m of Operations and Maintenance with inflationary adjustment of 2% annually
- \$5.6m will be held for debt service reserve\*
- Conservative projections indicate parking garages can be self-supported
- Revenue from other Metrorail parking facilities in Fairfax County used to support debt service as well

\*Based on Market Conditions as of 11/30/2016



## IV. PARKING CONSULTANT REVIEW



## County Request for Outside Review of Financial Assumptions – Parking Garage Consultant

- Consultant affirmed County assumptions of 70% occupancy rate for County surcharge garage revenues
- Consultant utilized more conservative “ramp-up” of occupancy rates at the two new parking garages

Fiscal Year	Occupancy Rate
2021	50%
2022	52%
2023	54%
2024	56%
2025	57%
2026	59%
2027	61%
2028 & beyond	63%



## **County Request for Outside Review of Financial Assumptions – Parking Garage Consultant Continued**

- Consultant agreed with County figures for operations and maintenance of \$2m per year plus 2% annual inflationary adjustment
- Consultant revisions were incorporated in the County's financial modeling
- Parking revenues can continue to cover annual debt service and operations and maintenance; and do not rely on the use of general fund monies



## V. TIMELINE





## Key Dates and Action Items

Date	Item
December 13, 2016	Staff to brief BOS Transportation Committee on Parking Garages
January 11, 2017	Staff request for EDA approval of Herndon and Innovation Center Station Metrorail Parking Garage Revenue Bond Sale Documents
January 24, 2017	Staff request for BOS approval of Herndon and Innovation Center Station Metrorail Parking Garage Revenue Bond Sale documents
February 2017	Parking Garage Revenue Bond Sale
Spring 2019	Expected completion date of Herndon and Innovation Center Station Metrorail Parking Garages
Early 2020	Expected start date for passenger / revenue service for Silver Line Phase 2. Exact date to be determined by WMATA Board.





## VI. APPENDIX



## Appendix A – Surcharge Comparison

Old Surcharge Agreement	Amended Surcharge Agreement
WMATA Owns Land used to Build Garage	County Owns Land used to Build Garage
County Finances Parking Structure	County Finances Parking Structure
WMATA Collects Parking and Surcharge Fees	WMATA Collects Parking and Surcharge Fees, and Transfers them to the County
WMATA Pays Debt Service with Surcharge Fee through a Lease Agreement	County Pays Debt Service on New Structures
WMATA Pays all O&M Costs with Base Fee	County Pays O&M Costs on County Owned Facilities
WMATA Owns Land and Structure once all Debt is Paid	County Owns Land and Structure
Joint Development Benefit through WMATA Capital Formula (Approx. 16%)	Joint Development Benefit (100% County)



County of Fairfax, Virginia

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# Silver Line Update

Board Transportation Committee

December 13, 2016

Mark Canale

Fairfax County Department of Transportation



# County of Fairfax, Virginia

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## **Phase 1 Summary**

- Old Meadow Road Realignment – design work proceeding, construction to be completed by the end of 2018
- VDOT punchlist ongoing
- Phase 1 close out - \$2.982B

## **Phase 2 Summary**

### Total Project Status

- Overall Project – 52%

### Station Construction

- Reston Town Center Station - Concrete foundations, pile cap formwork, and casting
- Herndon Station - Precast panels and tubs, pouring of concrete foundations, columns, and walls
- Innovation Station - Structural steel, precast, support walls, columns, and detailing
- Dulles Airport Station - Station walls, columns, and cross-girders
- Loudoun Gateway Station - Site clearing and excavation
- Ashburn Station - Design, site preparation work, jack and bore

### Aerial Guideway

- Caisson Foundations – 100%
- Columns – 100%
- Pier Caps – 98%
- Trackway Spans
  - Pier caps, girder, aerial track supports, and deck pours work ongoing

### Rail Yard at Dulles Airport

- 100% Design Plans Submitted
- Installation of stormwater, sanitary, duct bank structures, and retaining wall ongoing
- Final grading, utilities and yard layout continues

## **Phase 2 Cost Summary**

### Budget

- Total Budget - \$2.778B
- Total Forecast - \$2.778B
- Total Expenditures - \$956M

### Phase 2 Contingency Utilization

- Total Contingency - \$551.5M
- Total Contingency Utilized - \$101.3M
- Remaining Contingency - \$450.2M



# Herndon Station Garage

**Total Project Estimate: \$56.7M (revised est. \$44.5M)**

## Schedule

Design: June 2014 – December 2015  
Permitting: September 2015 – September 2016  
Bid Opening: July 2016  
Construction Award: October 2016  
Construction (new garage): November 2016 – January 2019  
Construction (existing garage): February 2019 – March 2019  
Ready for Occupancy: April 2019

Herndon Station Garage Design – Elevations



Sunrise Valley Drive - looking West

Dulles Toll Road - looking South







County of Fairfax, Virginia

# Innovation Center Station Garage

**Total Project Estimate:** \$57 million

## Schedule

**Design:** Aug 2014 - Nov 2016

**Permitting:** Jan 2016 - Nov 2016

**Bid Opening:** December 2016 - March 2017

**Construction Award:** March - April 2017

**Construction:** April 2017

**Ready for Occupancy:** April/May 2019







County of Fairfax, Virginia

# Innovation Center Station Garage







# Silver Line Construction Photos

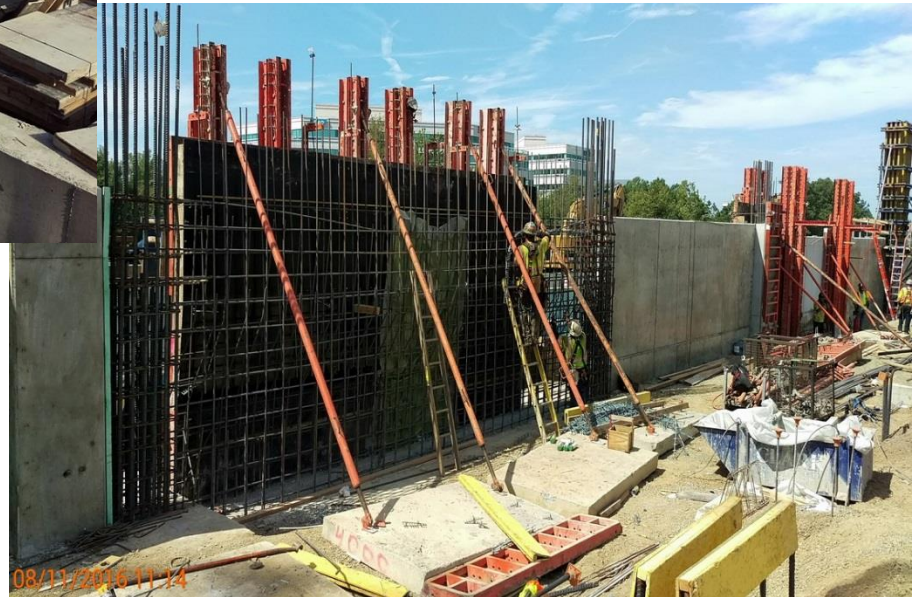


# Reston Town Center Station



Station Foundation Tubs

Station Foundation Walls





# Herndon Station



Excavation for Herndon South Entry Pavilion



Station Wall Panels and Exterior





# Innovation Center Station



Unfinished platform and interior station wall



Elevator frames



# Innovation Center Station



South Pavilion Piers and Foundation

North Pavilion Foundation Work







# Dulles Airport Station



Aerial structure

Pedestrian Tunnel to Terminal





# West Segment



Aerial Guideway and Yard Lead

Site Preparation at Loudoun Gateway







# Questions?