

## **ITEM 10 - Action**

January 21, 2004

Direction to Finalize Brochure on Study Results of Near Term Regional Transportation Funding Needs, Funding Availability, and Project/Program Priorities

### **Staff**

**Recommendation:** Provide comments on draft results and direct staff to finalize the draft brochure for the public and elected and appointed officials.

**Issues:** None

**Background:** At the December 17 meeting, the Board was briefed on the status of results of the study to quantify the region's near term transit and highway funding needs and priorities and to identify sources of revenues over the six-year period 2005 to 2010. This study will inform the public and elected and appointed officials at all levels about the critical near term funding shortfall in the region.

# Memorandum

**TO:** Transportation Planning Board

**FROM:** Cambridge Systematics  
KT Analytics

**DATE:** January 15, 2004

**RE:** Results for Brochure : TPB Study of Near-Term (Six Year) Regional Transportation Revenues and Funding Needs

---

The attached tables present the results of the TPB study of six year capital funding and needs estimates and are intended to be reviewed by the TPB prior to being finalized. The tables present the total funded and unfunded capital needs over the six-year period 2005 to 2010. The suggested samples of text that are presented in this memo are initial versions.

## **I. Identification of Funding Needs and the Unfunded Portion of Needs**

The funding needs have been estimated by each of the state, regional, and local transportation agencies. The needs estimates reflect the unique circumstances of each agency and include only legitimate capital program needs that the agency determines it could and should implement in the next six years if sufficient resources were available.

**District of Columbia** - DDOT has provided updated information about unmet highway and transit needs.

**Suburban Maryland** - As a result of MDOT's support of the Hellmann Commission, MDOT has an available estimate of six-year funding needs, revenues, and shortfalls for the entire state, along with estimates of the Washington region's share of those needs.

**Northern Virginia**- For transit funding needs in Northern Virginia, the consultant team had developed six-year needs for all of the transit providers in recent work done on behalf of the Virginia DRPT. With the permission of Virginia Department of Rail and Public Transportation, these preliminary estimates were reviewed and revised by the transit providers. For highways in Northern Virginia, VDOT and local agencies have jointly identified the needs.

**WMATA** -WMATA has identified six year capital needs in detail for its current Capital Improvement Program (CIP).

## **II. Draft of Brochure Tables and Sample Text**

A brochure is being prepared to present the results of the study. The purpose of the brochure is to inform the public and elected officials that there is a critical shortage of funds in the next six years. The layout will be colorful and brief and similar in look to past TPB brochures.

The types of accompanying text that might be included in the brochure are as follows:

### **General Introductory Text**

The six year (2005-2010) unfunded needs are regional in scope and multimodal, and include a variety of critical capital projects that are essential to transportation users in the region. Both transit and highway investments are needed to maintain safety, to keep infrastructure from deteriorating, and to provide levels of mobility that support the economic well being of the region. These improvements are necessary for the region's quality of life as well as for the quality of the air its citizens breathe.

### **District of Columbia**

There are critically needed highway and transit projects in the District that cannot be fully funded in the next six years unless additional resources are identified and committed. These include rehabilitation of key Metrorail systems and facilities, rehabilitation of critical bridges, new rail cars to relieve overcrowding on the Metro system, improvements to important arterials such as New York Avenue that experience unacceptable numbers of collisions, and reconnection of isolated neighborhoods to the Anacostia Waterfront and the rest of the District. These transit renewal programs, new transit services, and bridge and highway preservation and capacity improvements are needed to protect public safety, relieve transit overcrowding and highway congestion, and to protect the economy of the District and the region.

**District of Columbia Near Term Capital Funding Needs (millions of \$)**

	<b>TOTAL 2005-2010</b>
<b>HIGHWAYS</b>	
<i>Needs</i>	<b>\$3,291</b>
<i>Revenues</i>	<b>\$977</b>
<b>HIGHWAY SHORTFALL</b>	<b>\$2,314</b>
<b>TRANSIT</b>	
<b>DRAFT</b>	
<i>WMATA IRP &amp; SAP*</i>	
<i>Needs</i>	<b>\$1,536</b>
<i>Revenues</i>	<b>\$715</b>
<i>Other Transit Expansion</i>	
<i>Needs</i>	<b>\$762</b>
<i>Revenues</i>	<b>\$0</b>
<b>TRANSIT SHORTFALL</b>	<b>\$1,583</b>
<i>WMATA IRP &amp; SAP</i>	<b>\$821</b>
<i>Other Transit Expansion</i>	<b>\$762</b>
<b>SUMMARY</b>	
<i>Highway Unfunded Capital Needs</i>	<b>\$2,314</b>
<i>Transit Unfunded Capital Needs</i>	<b>\$1,583</b>
<b>TOTAL SHORTFALL</b>	<b>\$3,897</b>

**DRAFT 1/14/04**

\*IRP is the Infrastructure Renewal Program; SAP is the System Access and Capacity Program

## **Suburban Maryland**

There are critically needed highway and transit capital projects in suburban Maryland, as well as throughout the state, that cannot be fully funded in the next six years unless additional resources are committed. These include infrastructure renewal and system access and capacity improvements for the WMATA system, such as new rail cars to relieve overcrowding on Metrorail, completion of the Intercounty Connector, improvements to arterials throughout the region, and improvements to the critical Interstate corridors. Highway capacity improvements and new transit lines are needed to relieve highway congestion and to protect the economy of the region and the state.

**Suburban Maryland Near Term Capital Funding Needs (millions of \$)**

	<b>TOTAL 2003-2010</b>
<b>HIGHWAYS</b>	
<i>Needs</i>	\$6,168
<i>Revenues</i>	\$2,070
<b>HIGHWAY SHORTFALL</b>	<b>\$4,098</b>
<b>TRANSIT</b>	
<i>WMATA IRP &amp; SAP*</i>	
<i>Needs</i>	\$1,525
<i>Revenues</i>	\$712
<i>Other Transit Expansion</i>	
<i>Needs</i>	\$1,292
<i>Revenues</i>	\$914
<b>TRANSIT SHORTFALL</b>	<b>\$1,191</b>
<i>WMATA IRP &amp; SAP*</i>	\$813
<i>Other Transit Expansion</i>	\$377
<b>SUMMARY</b>	
<i>Highway Unfunded Capital Needs</i>	\$4,098
<i>Transit Unfunded Capital Needs</i>	\$1,191
<b>TOTAL SHORTFALL</b>	<b>\$5,289</b>

**DRAFT 1/14/04**

\*IRP is the Infrastructure Renewal Program; SAP is the System Access and Capacity Program

## **Northern Virginia**

In Northern Virginia, the review has identified a very wide range of critical transit and highway improvements that could and should be completed in the next six years. A small sample of these include funding the Dulles Corridor Rapid Transit Project; expanding transit services and rolling stock to meet rapidly growing ridership; interchange reconstruction along route 66, route 95, and the Fairfax County Parkway; widening critical arterials such as route 7 and route 29; and reconstructing urban roads such as Cottage Street and bridges such as at routes 50 and 27.

**Northern Virginia Near Term Capital Funding Needs (millions of \$)**

	<b>TOTAL 2005-2010</b>
<b>HIGHWAYS</b>	
<i>Needs (State + Local)</i>	\$5,315
<i>Anticipated Revenues</i>	\$3,904
<b>SHORTFALL</b>	<b>\$1,411</b>
<b>TRANSIT</b>	
<i>WMATA IRP &amp; SAP*</i>	
<i>Needs</i>	<b>\$1,113</b>
<i>Revenues</i>	\$511
<i>Other Transit Expansion<sup>1</sup></i>	<b>\$4,351</b>
<i>Northern Virginia Transit</i>	\$967
<i>Dulles Corridor Rapid Transit Project Phase 1</i>	\$1,492
<i>Dulles Corridor Rapid Transit Project Phase 2<sup>2</sup></i>	\$1,892
<i>Anticipated Revenues<sup>3</sup></i>	<b>\$2,099</b>
<i>Northern Virginia Transit</i>	\$407
<i>Dulles Corridor Rapid Transit Project Phase 1</i>	\$746
<i>Dulles Corridor Rapid Transit Project Phase 2</i>	\$946
<b>TRANSIT SHORTFALL<sup>4</sup></b>	<b>\$2,854</b>
<i>WMATA IRP &amp; SAP</i>	\$602
<i>Northern Virginia Transit</i>	\$560
<i>Dulles Corridor Rapid Transit Project Phase 1</i>	\$746
<i>Dulles Corridor Rapid Transit Project Phase 2</i>	\$946
<b>SUMMARY</b>	
<i>Total Highway Unfunded Capital Needs</i>	<b>\$1,411</b>
<i>Total Transit Unfunded Capital Needs</i>	<b>\$2,854</b>
<b>TOTAL TRANSPORTATION FUNDING SHORTFALL</b>	<b>\$4,265</b>

**DRAFT 1/14/04**

\* IRP is the Infrastructure Renewal Program; SAP is the System Access and Capacity Program

[1] The amounts listed for Phases 1 and 2 reflect the latest cost estimates from the October 2003 Supplemental Draft EIS

[2] This implies that should the identified amount of additional funds become available, Phase 2 would be under construction by 2010, though not yet in full revenue service.

[3] The amount listed reflects the anticipated State and local share of the total project cost. The State and local jurisdictions have a financial plan that identifies funding sources that have the capacity to generate the assumed amount of funds.

[4] The amount listed is the proposed Federal share of the total project cost. The State and local jurisdictions are working with the Federal authorities to secure funding commitments.



## **WMATA**

WMATA's critical unfunded needs are included in the earlier discussion and tables for the District of Columbia, Suburban Maryland, and Northern Virginia. The WMATA needs are also presented in a separate table on a year by year basis because the timing of these needed improvements is now highly sensitive, due to past funding delays and shortfalls. WMATA's infrastructure needs immediate attention, and crowding has reached serious levels. The funding schedule shows very substantial needs for 2005, which is next year. There are a variety of critical projects in WMATA's six-year unfunded needs list for the programs of infrastructure renewal and system access and capacity.

The Infrastructure Renewal Program (IRP) includes rolling stock replacement and rehabilitation, passenger facilities rehabilitation and enhancement, mechanical systems rehabilitation, safety and security improvements, maintenance facilities renovation and upgrades, and systems upgrades and rehabilitation for electrical systems, track and structures, and information technology.

The System Access and Capacity Programs (SAP) includes a "first tier" portion with 185 buses for fleet expansion and associated maintenance and support facilities, and 120 railcars for fleet expansion. The SAP also includes a "second tier" portion with 275 more buses for fleet expansion and associated maintenance and support facilities (including new garages), 180 additional railcars for fleet expansion and associated maintenance and support facilities, pedestrian connections (Farragut North to Farragut West, and Metro Center to Gallery Place-Chinatown), running-way corridor improvements for buses, and customer facilities.

Washington Metropolitan Area Transit Authority (WMATA) Year by Year Capital Funding Needs (millions of \$)

	2005	2006	2007	2008	2009	2010	TOTAL 2005-2010
<b>Infrastructure Renewal Program (IRP)</b>							
<i>IRP Needs</i>	\$360	\$429	\$441	\$461	\$463	\$465	\$2,619
<i>IRP Revenues</i>	\$285	\$332	\$339	\$325	\$325	\$325	\$1,931
<b>IRP SHORTFALL</b>	\$75	\$97	\$102	\$136	\$138	\$140	\$688
<b>System Access and Capacity Program (SAP)</b>							
<i>SAP Needs</i>	\$490	\$147	\$344	\$148	\$176	\$250	\$1,555
<i>SAP Revenues</i>	\$6	\$0	\$0	\$0	\$0	\$0	\$6
<b>SAP SHORTFALL</b>	\$484	\$147	\$344	\$148	\$176	\$250	\$1,549
<b>SUMMARY</b>							
<i>IRP Unfunded Needs</i>	\$75	\$97	\$102	\$136	\$138	\$140	\$688
<i>SAP Unfunded Needs</i>	\$484	\$147	\$344	\$148	\$176	\$250	\$1,549
<b>TOTAL SHORTFALL</b>	\$559	\$244	\$446	\$284	\$314	\$390	\$2,237

**DRAFT**

## **Overall Regional Needs, Revenues, and Shortfall**

Combining the needs, revenues, and shortfalls from the tables for the District of Columbia, Maryland, and Virginia provides the total regional needs, revenues, and shortfall. As shown in the table, the overall regional needs for the six-year period 2005-2010 of \$25 billion are more than double the available revenues of \$12 billion resulting in a shortfall of \$13 billion or \$2.2 billion per year. Meeting this shortfall would require more than doubling the revenues available for transportation expenditures.

**Capital Region's Near Term Capital Funding Needs (millions of \$)**

<b>DRAFT</b>		<b>TOTAL 2005-2010</b>
<b>HIGHWAYS</b>		
<i>Needs</i>		<b>\$14,774</b>
<i>Revenues</i>		<b>\$6,951</b>
<b>HIGHWAY SHORTFALL</b>		<b>\$7,824</b>
<b>TRANSIT</b>		
<i>WMATA IRP &amp; SAP*</i>		
<i>Needs</i>		<b>\$4,174</b>
<i>Revenues</i>		<b>\$1,937</b>
<i>Other Transit Expansion</i>		
<i>Needs</i>		<b>\$6,405</b>
<i>Revenues</i>		<b>\$3,013</b>
<b>TRANSIT SHORTFALL</b>		<b>\$5,628</b>
<i>WMATA IRP &amp; SAP</i>		<b>\$2,236</b>
<i>Other Transit Expansion</i>		<b>\$3,391</b>
<b>SUMMARY</b>		
<b>Total Needs</b>		<b>\$25,353</b>
<b>Total Revenues</b>		<b>\$11,901</b>
<b>OVERALL SHORTFALL</b>		<b>\$13,452</b>

**DRAFT 1/14/04**

\*IRP is the Infrastructure Renewal Program; SAP is the System Access and Capacity Program

## **Prospects for New Funding**

The reauthorization of federal surface transportation programs is pending today and will be very important to the region's ability to meet its unfunded needs. Reauthorization bills now before Congress would increase highway and transit funding by from nine percent to sixty percent over the TEA 21 federal funding levels. At the level of nine percent in the administration's bill, the funding increase would not quite keep pace with inflation. (This is the level assumed in the forecasts of available funding presented in the earlier tables.)

State level budget processes are also underway and actions by Maryland, Virginia, and District of Columbia legislative bodies will be needed to address the shortfalls. Increased revenues from local sources and users of the transportation system are also under consideration throughout the region.

Even with the most favorable outcomes of current legislation and other initiatives to increase revenues, however, addressing the shortfall in transportation funding for the region will continue to be a major challenge.