Slide 1: Metro’s Capital Program and TPB

TPB Access for All Advisory Committee

September 18, 2023

Slide 2: Strategic Transportation Plan Shapes Our Capital Program

* Your Metro, The Way Forward
* Metro’s Mission: Your Metro – connecting you to possibilities
* Metro’s Vision: The region’s trusted way to move more people safely and sustainably
* Metro’s Vision will be achieved by advancing four goals that were developed through data and direct input from our customers, staff, and stakeholders:
	+ Service excellence: deliver safe, reliable, convenient, equitable, accessible, and enjoyable service for customers.
	+ Talented teams: Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contribution.
	+ Regional opportunity and partnership: Design transit service to move more people and equitably connect a growing region.
	+ Sustainability: Manage resources responsibly to achieve a sustainable operating, capital and environmental model.

Slide 3: Metro’s Capital Program Exists at Three Levels

* 10-Year Capital Plan
* 6-Year Capital Improvement Program (CIP)
* Annual Budget

Slide 4: Metro’s Capital Planning Process

Data inputs 🡪 Constraints 🡪 Capital Program

Data inputs generate new needs that are evaluated against operational constraints of the organization. New starts are then programmed into the Six-Year Program and 10-Year Plan based on this evaluation.

Combination of Projects, Programs and New Starts to maximize agency priorities while constraining for executability in the Six-Year. However, the 10-Year Capital Plan is unconstrained

This slide includes an infographic that outlines what is considered a “new need” versus “operational constraint”

New Needs – operational concerns, maintenance concerns, audit findings, state of good repair, asset condition data, service reliability data, safety, and TAM plan asset data.

Operational Constraints – operational impact, executable, maturity of procurement, and six-year capacity.

Slide 5: Different Types of Projects Take Different Paths to Approval

State of Good Repair Projects

Identify need 🡪 Capital Planning Process (community/public engagement opportunities) 🡪 Public Budget Approval Process

Capacity, New Needs, and Some Modernization Projects

Feasibility study, system plan, or corridor plan (community/public engagement opportunities) 🡪 alternatives analysis & business case (community/public engagement opportunities) 🡪 Project development, environmental review (community/public engagement opportunities) 🡪 Capital planning process (community/public engagement opportunities) 🡪 Public budget approval process

Slide 6: Metro’s Annual Budget Process

* Three components
	+ Update 6-year CIP
	+ Annual capital budget
	+ Annual operating budget
* FY 2024 budget process approved
	+ FY 2024-2029 CIP
	+ FY 2024 capital budget
	+ FY 2024 operating budget
* Budget Process
	+ August – October: Develop assumptions, model prep, and department discussions
	+ October – November: Budget review and justification
	+ November – December: GM/CEO proposed budget presentation
	+ December – February: Board discussions, public hearings and outreach
	+ March – April: Board budget adoption
	+ May – July: Budget implementation

Slide 7: Metro’s CIP and Budget are Shaped by Public Input

* Four compact public hearings
	+ March 6 in DC (Metro HQ)
	+ March 7 in MD
	+ March 8 in VA
	+ March 10 virtual
* Outreach at stations and bus stops
	+ Rail stations, transit centers, major bus stops
	+ Multilingual teams
	+ 254,000 customer interactions, 100,000+ brochures
* Website
* Online survey (English and Spanish)
* Social media and advertising
* 4,150+ comments received

Slide 8: Metro FY 2024-2033 Capital Plan, CIP, and FY24 Budget

* 73% of investments in 10-year plan address SGR
* 10-year Capital Plan = $27 billion
* 6-year CIP = $14.4 billion
* FY24 capital budget = $2.4 billion

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| --- | --- | --- | --- |
| Capital Investment Categories | FY2024 Recommended Budget | FY2025 – FY 2029 Plan | Six-Year Total\* |
| Railcar and Railcar Facilities | $423.9 | $2,390.5 | $2,814.4 |
| Rail Systems | $322.8 | $1,273.2 | $1,596.0 |
| Track and Structure Rehabilitation | $284.2 | $1,511.6 | $1,795.8 |
| Stations and Passenger Facilities  | $353.0 | $1,522.9 | $1,875.9 |
| Bus, Bus Facilities, and Paratransit | $527.8 | $2,255.8 | $2,783.6 |
| Operations and Business Support | $293.8 | $1,253.0 | $1,546.8 |
| Total Capital Investments | $2,205.5 | $10,207.0 | $12,412.4 |
| Revenue Loss from Capital Projects | $10.0 | $50.0 | $60.0 |
| Debt Service – Dedicated Funding | $172.9 | $1,739.2 | $1,912.1 |
| Total Capital Program Cost | $2,388.4 | $11,996.2 | $14,384.5 |

Slide 9: Examples of Metro’s Capital Projects

* Metrorail
	+ 8000-series railcar acquisition
	+ Planning for next-generation train control
	+ Upgrade of rail power systems
	+ Station access/circulation projects
	+ Mobile fare payments and new faregates
	+ Repairing tracks, bridges, and aerial structures
	+ Ventilation and water mitigation
	+ Metro Integrated Comms Center (MICC)
	+ Develop plan for Blue, Orange, and Silver lines
* Metrobus & MetroAccess
	+ Complete Better Bus Network Redesign
	+ Begin transition to 100% zero-emission buses
	+ Overhaul 100 buses/year
	+ Purchase 200 MetroAccess vehicles
	+ Replace/upgrade bus fareboxes
	+ Plan and design bus priority projects
	+ Improve bus stops and transit centers
	+ Rehab and reconstruct bus grarages
	+ Install electric bus charging infrastructure

Slide 10: How Metro Incorporates Needs into Regional Plans

This slide includes a flowchart of how Metro’s Capital Planning Process relates to regional transportation planning.

10-Year Capital Plan 🡪 Metro forecasts capital plan to 2045 🡪 Draft long-range plan 🡪 Public engagement 🡪 TPB approves LRTP

Board CIP/Budget approval 🡪 Draft TIP/STIP 🡪 Public Engagement 🡪 TPB approves TIP 🡪 DC approves STIP

Slide 11: Metro’s Projects in Visualize 2045 and the TIP

* Visualize 2045
	+ State of Good Repair: repair and replacement of existing assets to ensure continued reliability and safety
	+ Modernizations: upgrading facilities, vehicles, and other infrastructure with new technology, etc. to improve service and/or function
	+ Capacity & new needs; extending Metro service into new areas, increasing passenger carrying capacity, or improving vehicle throughput capacity
* Fiscal Year 23-26 Transportation Improvement Program
	+ Railcars and Railcar Facilities: repair, replacement, and rehabilitation of railcars and/or expansion of railyards
	+ Rail Systems: repair and modernization of train control, power, comms, other systems
	+ Bus, Bus Facilities, and Paratransit: purchasing or rehabilitation buses and paratransit vans, rehabbing and modernizing bus garages, etc.
	+ Stations & Passenger Facilities: repair and modernization of stations, stops and other passenger facilities
	+ Track & Structures Rehabilitation: state of good repair for tracks, tunnels, and other structures
	+ Business & Operations Support: administration facilities, equipment, IT and other systems technology, project support

Slide 12: Q&A

Questions? Contract:

Mark Phillips, Director of Mobility Planning – mephillips@mwata.com

Erica Tompkins, Director of Capital Plan & Program Development