

## Arlington, Virginia

# High Priority Bond

This program represents the highest priority projects for funding in the 2006 referendum. All projects are subject to in-place agreements which, if not funded, would present significant future financial impacts. All projects are leveraging funds from other sources including federal funds, state funds and developer contributions. The Transportation Match program would imperil over \$40 million in projects if it was not funded.

The majority of funds in this category are for the County's annual capital contribution to METRO.

### 6 Year Capital Program Costs (\$ in 000s)

	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>6 Year Total</b>
Metro	22,300	4,300	21,700	4,300	19,300	4,000	75,900
Ballston Metro West - Current Phase	13,600	-	-	-	-	-	13,600
Transportation Match	8,900	-	5,000	-	5,000	-	18,900
<b>Total Program Cost</b>	<b>44,800</b>	<b>4,300</b>	<b>26,700</b>	<b>4,300</b>	<b>24,300</b>	<b>4,000</b>	<b>108,400</b>

### Program Funding Sources (\$ in 000s)

	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>6 Year Total</b>
Revenue from the Commonwealth	3,700	4,300	4,700	4,300	4,300	4,000	25,300
Developer Contribution	10,800	-	-	-	-	-	10,800
Other Funding	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
<b>PAYG</b>	-	-	-	-	-	-	-
<b>Bond Issue</b>	<b>30,300</b>		<b>22,000</b>		<b>20,000</b>		<b>72,300</b>
<b>Total Program Funding</b>	<b>44,800</b>	<b>4,300</b>	<b>26,700</b>	<b>4,300</b>	<b>24,300</b>	<b>4,000</b>	<b>108,400</b>

# Index to High Priority Bond

## **Programs** **Projects**

---

Metro

Ballston Metro Station Western Entrance Tunnel

Transportation Match

# HIGH PRIORITY BOND

## Program Description

This program represents the highest priority projects for funding in the 2006 referendum. All projects are subject to in-place agreements which, if not funded, would present significant future financial impacts. The Transportation Match program alone would imperil over \$40 million in projects if it was not funded.

## Master Plan Impact

Projects within this category impact multiple County Master Plans, primarily the Master Transportation Plan.

## Bond Financing Notes

Costs shown are based on current costs. Future costs are subject to market variables that can either increase or decrease the costs shown. Bond maturity is assumed to be 20 years. The costs shown also reflect the costs as if the full approved bond was sold in the first year following approval by the voters, which may or may not be the case for any particular program.

## 6 YEAR PROGRAMMED SUMMARY (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
1. METRO	22,300	4,300	21,700	4,300	19,300	4,000	75,900
2. Ballston Metro Station Western Entrance Tunnel	13,600	-	-	-	-	-	13,600
3. Transportation Match	8,900	-	5,000	-	5,000	-	18,900
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
<b>Total Recommendation</b>	<b>44,800</b>	<b>4,300</b>	<b>26,700</b>	<b>4,300</b>	<b>24,300</b>	<b>4,000</b>	<b>108,400</b>

*Cost Estimate Footnote: Funding recommendations are based on current estimates.*

## PROGRAM FUNDING SOURCES (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
Revenue from the Commonwealth	3,700	4,300	4,700	4,300	4,300	4,000	25,300
Developer Contribution	10,800	-	-	-	-	-	10,800
Other Funding	-	-	-	-	-	-	-
Special Tax District	-	-	-	-	-	-	-
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
PAYG	-	-	-	-	-	-	-
Bond Issue	30,300	-	22,000	-	20,000	-	72,300
<b>Total Funding Sources</b>	<b>44,800</b>	<b>4,300</b>	<b>26,700</b>	<b>4,300</b>	<b>24,300</b>	<b>4,000</b>	<b>108,400</b>

## BOND FINANCING IMPACT (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12
Bond Financing Cost (P&I)	-	213	484	1,019	1,815	3,555

## 1. METRO

### CRITICAL MILESTONES

N/A

### Project Description

In 2004, the WMATA Board of Directors prepared and received approval from the seven Contributing Jurisdictions that fund the WMATA system to implement a comprehensive 6-year Capital Improvement Program, known as the Metro Matters Program, to fund the highest priority capital needs of the regional transit system for the period FY 2005-FY 2010. The Metro Matters Agreement sets funding priorities for system renewal and enhancement projects and activities for Metrorail and Metrobus and presents a financial plan to implement more than \$3 billion in projects over the six year period of the Agreement.

### Associated Master Plan:

Transit Master Plan

### Neighborhood:

County-wide

### Advisory Commission:

Transit Advisory Committee;  
Transportation Commission

### REGION-WIDE

### Project Strategic Goal

The goal of this project is to support, through annual contributions, METRO's rehabilitation and modernization of the rail and bus infrastructure to better meet mass transportation needs throughout the metropolitan region.

### Project Justification

The Infrastructure Renewal Program (IRP), the System ACCESS/Capacity Program (SAP), and the major project development section or System Expansion Program (SEP) comprise the WMATA CIP. Additionally, the \$1.5 billion METRO Matters capital program consists of critical system projects necessary to maintain and enhance the transit system, including facility and system upgrades to support future eight-car train operations, security enhancements, purchase of additional busses, and support facilities.



Metrorail System Map

# 1. METRO

## CAPITAL COST SCHEDULE (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
A & E							
Land Acquisition							
Construction	22,300	4,300	21,700	4,300	19,300	4,000	75,900
Relocation and Temp Facilities							
Equipment and Furnishings							
<b>Total Project Cost</b>	<b>22,300</b>	<b>4,300</b>	<b>21,700</b>	<b>4,300</b>	<b>19,300</b>	<b>4,000</b>	<b>75,900</b>

### Notes on Cost Estimates

*Overall program funding request is based on Arlington's anticipated share of the project cost, less federal and state transportation grants expected over the 2-year bond funding cycle.*

## FUNDING SCHEDULE (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
Commonwealth Revenue	3,700	4,300	4,700	4,300	4,300	4,000	25,300
Developer Contributions							
Other Funding							
<b>Total Outside Revenue</b>	<b>3,700</b>	<b>4,300</b>	<b>4,700</b>	<b>4,300</b>	<b>4,300</b>	<b>4,000</b>	<b>25,300</b>
PAYG							
Commonwealth Loan Funds							
Master Lease							
PAYG							
Bond Issue	18,600		17,000		15,000		50,600
<b>Total County Contribution</b>	<b>18,600</b>	<b>-</b>	<b>17,000</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>50,600</b>

### Notes on Funding Schedule

*Bonds are proposed because the life of the project exceeds the term of the bond.*

## PROJECTED ADDITIONAL OPERATING COSTS (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost						
Maintenance Capital Impact						
<b>Gross Operating Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<i>Less Fees</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Net Operating Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

### Notes on Operating Costs

*No additional operating costs for Arlington are anticipated.*

## 2. BALLSTON METRO - WESTERN ENTRANCE

### CRITICAL MILESTONES

Public Hearing                      Fall 2002  
Complete Roughed in Tunnel      Spring 2007

### Project Description

The Ballston-MU Station West Entrance Project involves the design and construction of a complete new entrance with fare gates and kiosk at the west end of the Ballston-MU Station. This phase constructs a tunnel connecting the already built street escalator wellway to the western end of the Ballston Metro platform. Four elevators will also be constructed for improved accessibility.

### Associated Master Plan:

Transit Master Plan; WMATA Transit System Expansion Program

### Neighborhood:

Ballston - Virginia Square; Bluemont

### Advisory Commission:

Transportation & Planning Commissions; Transit Advisory Committee

### GLEBE ROAD & FAIRFAX DRIVE

#### Project Strategic Goal

A new entrance will improve access, egress, and safety for the growing number of users at the Ballston-MU Station.

#### Project Justification

A west entrance will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive as well as adjacent neighborhoods west of Ballston. The County's 1998 Ballston Metro Access Study projected that, with a west entrance, weekday patronage would increase from approximately 24,000 today to 36,500 by 2010. An estimated 38%, or roughly 14,160 weekday entries and exits, of the projected daily patronage would use the west entrance.

These funds will only complete the roughed-in tunnel. Additional, alternative funding will be required to complete the western entrance and put it in service.



**New West Entrance Rendering**

## 2. Ballston Metro Station Western Entrance Tunnel

### CAPITAL COST SCHEDULE (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
A & E							-
Land Acquisition							-
Construction	13,600						13,600
Relocation and Temp Facilities							-
Equipment and Furnishings							-
<b>Total Project Cost</b>	<b>13,600</b>	-	-	-	-	-	<b>13,600</b>

#### Notes on Cost Estimates

*This project will have five phases. The first two phases will be constructed by a developer per approved site plan conditions and should be completed in FY 07. Phases three through five will be completed by WMATA's general contractor. Costs are based on preliminary estimates.*

### FUNDING SCHEDULE (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
Commonwealth Revenue	-						-
Developer Contributions	10,800						10,800
Other Funding							-
<b>Total Outside Revenue</b>	<b>10,800</b>	-	-	-	-	-	<b>10,800</b>
PAYG	-						-
Commonwealth Loan Funds	-						-
Master Lease	-						-
PAYG	-						-
Bond Issue	2,800					-	2,800
<b>Total County Contribution</b>	<b>2,800</b>	-	-	-	-	-	<b>2,800</b>

#### Notes on Funding Schedule

*In FY 07, developer contributions of \$10.8M and County's contribution of \$2.8M are set by approved site plan conditions.*

### PROJECTED ADDITIONAL OPERATING COSTS (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost						
Maintenance Capital Impact						
<b>Gross Operating Cost</b>	-	-	-	-	-	-
<i>Less Fees</i>	-	-	-	-	-	-
<b>Net Operating Cost</b>	-	-	-	-	-	-

#### Notes on Operating Costs

*Operating costs will be part of the Metro Rail Regionally Allocated Subsidy. Cost will be estimated for the year of opening and be a part of that year's WMATA budget.*

## 3. TRANSPORTATION MATCH

### CRITICAL MILESTONES

N/A

### Project Description

Federal and State sources typically require a local matching contribution to secure the funding. The matching percentage varies by funding source. Every dollar invested in this program is leveraging additional funding, however if matching funds are not made available the state and federal funding will be reallocated to other jurisdictions.

In future years approximately \$5.0 million will be needed per bond cycle to match VDOT's revenue sharing funds, federal secondary funds and on occasion, safety and enhancement grants.

### Associated Master Plan:

Transportation

### Neighborhood:

County-wide

### Advisory Commission:

Transportation Commission

### COUNTY-WIDE

#### Project Strategic Goal

This program leverages State and Federal funds which require the County to provide a local matching contribution to the project. The majority of the projects are for transit improvements and transportation projects.

#### Project Justification

This \$8.9 million program leverages over \$46 million in Federal and State funds for transportation and transit. The total value of projects which will be completed with this funding exceeds \$55 million. Some of the projects, such as the Ballston West Entrance, have multiple funding sources beyond federal, state, and local funds.

Below is the list of projects for which these funds will provide match for.

Projects	Request (in millions)	Leveraged Funds
Columbia Pike Multi-Modal	\$ 0.40	\$1.6 million
Columbia Pike West	\$ 0.82	\$2.5 million
Columbia Pike Transitions	\$ 2.60	\$4 million
Ballston West Entrance	\$ 1.43	\$19.5 million
Lee Hwy Bus Transfer Station	\$ 0.10	\$4 million
Pentagon City Multi-Modal	\$ 1.64	\$8.2 million
Potomac Yard Bus-way	\$ 0.43	\$3.8 million
Columbia Pike Super Stops	\$ 0.99	\$5.9 million
Pentagon City Metro Tunnel	\$ 0.50	Previous funding
<b>Match Projects Total</b>	<b>\$ 8.9</b>	



Transit - Pike Ride

### 3. Transportation Match

#### CAPITAL COST SCHEDULE (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
A & E							-
Land Acquisition							-
Construction	8,900		5,000		5,000		18,900
Relocation and Temp Facilities							-
Equipment and Furnishings							-
<b>Total Project Cost</b>	<b>8,900</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>18,900</b>

#### Notes on Cost Estimates

Overall program funding request is based on Arlington's anticipated share of the project cost, less federal and state transportation grants expected over the 2-year bond funding cycle.

#### FUNDING SCHEDULE (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	6 Year Total
Commonwealth Revenue							-
Developer Contributions							-
Other Funding							-
<b>Total Outside Revenue</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
PAYG							-
Commonwealth Loan Funds							-
Master Lease							-
PAYG							-
Bond Issue	8,900		5,000		5,000		18,900
<b>Total County Contribution</b>	<b>8,900</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>18,900</b>

#### Notes on Funding Schedule

Bonds are proposed because the life of the projects will exceed the term of the bond.

#### PROJECTED ADDITIONAL OPERATING COSTS (\$ IN 000s)

	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12
Anticipated FTEs						
New Operations Cost						
New Facilities Cost						
Master Lease Financing Cost						
Maintenance Capital Impact						
<b>Gross Operating Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Less Fees						
<b>Net Operating Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### Notes on Operating Costs

No new operating costs are anticipated as a result of this program.

