

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201934

Resolution:
☒ Yes ☐ No

TITLE:

Reallocation of DC TIIF Funds for Union Station

PRESENTATION SUMMARY:

To obtain Board approval to authorize the District of Columbia (DC) to use its share of the Transit Infrastructure Investment Funds (TIIF) for a portion of the costs for the Metro Union Station First Street Entrance and North Mezzanine Project.

PURPOSE:

Provide information to seek Board approval for DC to use \$2.415 million of its share of the TIIF for a portion of the costs for the Metro Union Station First Street and North Mezzanine Project.

DESCRIPTION:

Key Highlights:

DC seeks to use a portion of its TIIF funds held by Metro to fund its share of the Union Station project, which is a reimbursable project amongst Union Station Redevelopment Corporation (USRC), Amtrak, Maryland (MD) and DC.

The project will reduce station congestion by: (1) relocating the First Street NE entrance, (2) adding stairs to the existing north mezzanine escalator bank, and (3) adding three faregates and relocating fare card vending machines.

Background and History:

In September 1997, the TIIF was established in Board Resolution 1997-39 as part of a FTA pilot program to provide grantee agencies more flexibility in the use of proceeds generated from the disposal of real estate originally acquired with Federal funds. The Board established the rules for using TIIF funds in Board Resolution 2000-50. TIIF funds were allocated to certain capital improvements (e.g., completing the Largo extension), transit and infrastructure improvement programs (e.g., implementing SmartTrip), and support of Joint Development and other transit-oriented development projects. Sub-allocations were made in order to provide the local jurisdictions control over a portion of the revenues generated to support jurisdiction-specific requests.

In January 2015, Board Resolution 2015-05 closed the TIIF and directed that all future revenue from existing and new joint development projects be allocated to Metro's Capital Improvement Program (CIP) and that unexpended allocated jurisdictional funds remain in the TIIF until they were reallocated by Board approval to future initiatives and projects in accordance with Board Resolution 2006-31. The Resolution states that the Board will consider certain priority expenditures in reviewing requests for use of TIIF funds including projects that increase rail system access and ridership, and projects that enhance design and integration of the project into the community and transit system. By enhancing capacity and improving pedestrian circulation, the Metro Union Station First Street and North Mezzanine Project meets this criteria.

In July 2017, the Board approved construction of the Metro Union Station First Street and North Mezzanine Project as a reimbursable project and negotiation of reimbursable project agreements with the DC, MD and USRC and Amtrak for this work.

Amtrak, in coordination with USRC, is engaged in a project to design and construct improvements to the existing Claytor passenger concourse at Union Station. The design phase of the concourse is expected to be completed by October, 2017, and will produce 100% design and construction documents.

WMATA has completed the design for improvements to the Metro Union Station First Street NE entrance and north mezzanine and produced 100% design and construction documents.

As was explained to the Board in July, all parties agreed efficiencies would be gained by combining the transit and concourse projects into one construction project. USRC, as the overseer for planning and redevelopment efforts at Union Station, is willing to contract for and deliver the project subject to Metro and Amtrak providing funding for their respective projects.

DC and MD have agreed to provide \$5 million to fund the project as a reimbursable capital project, \$4.3 million from DC and \$700,000 from MD.

Discussion:

For a portion of its share of the project, DC seeks to use \$2.415 million of unexpended allocated TIIF funds. Additional funding is anticipated to be provided from reprogramming unexpended DC Reimbursable Project Development funds on account at WMATA which are estimated at \$1.9 million. MD's \$700,000 share will come from reprogramming unexpended MD Reimbursable Project Development funds on account at WMATA.

FUNDING IMPACT:

The Project uses DC and MD funding only.
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Project Manager:	Shyam Kannan
Project Department/Office:	CPPM/PLAN

TIMELINE:

Previous Actions	<p>January 2015 - Board Resolution 2015-05 closed the TIIF and directed that the unexpended allocated District of Columbia funds remain in the TIIF until they were reallocated by Board approval.</p> <p>January 2017 - Board Resolution 2017-32 added the Metro Union Station First Street Entrance and North Mezzanine Project to the FY2018 – FY2023 CIP as a reimbursable project.</p>
Anticipated actions after presentation	<p>December 2017 - GM/CEO will execute a project funding agreement with DC and MD for the Union First Street and North Mezzanine Station Project improvements.</p> <p>December 2017 - GM/CEO will execute a project coordination agreement with USRC and Amtrak for the Union Station project improvements.</p>

RECOMMENDATION:

Board approval to authorize DC to use \$2.415 million of its share of the TIIF to fund the Metro Union Station First Street Entrance and North Mezzanine Project.

SUBJECT: APPROVAL OF USE OF \$2.415 MILLION OF DISTRICT OF COLUMBIA ALLOCATION FROM THE TRANSIT INFRASTRUCTURE INVESTMENT FUND FOR CONSTRUCTION OF THE UNION STATION METRO STATION FIRST STREET ENTRANCE AND NORTH MEZZANINE PROJECT

2017-56

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Board Resolution 2015-05 closed the Transit Infrastructure Investment Fund (TIIF) and directed that the unexpended allocated District of Columbia sub-regional funds remain in the TIIF until they were reallocated by Board of Directors' approval to future sub-regional initiatives and projects within the District of Columbia in accordance with Resolution 2006-31; and

WHEREAS, Resolution 2006-31 mandates that in reviewing requests for the use of TIIF funds, the Board will consider certain priority expenditures, including projects that increase rail system access and ridership, and projects that enhance design and integration of the project into the community and transit system; and

WHEREAS, The District of Columbia desires to use \$2.415 million of the DC allocation from the TIIF to fund a portion of costs of the reconfiguration and improvement of the Union Station Metro Station First Street Entrance and North Mezzanine Project (Project); and

WHEREAS, The Project meets the requirements of 2006-31 by improving access to and ridership of the Metrorail System; now, therefore be it

RESOLVED, That the Board of Directors authorizes the use of \$2.415 million of the DC allocated TIIF funds for the Project; and be it finally

RESOLVED, That in order to expedite DC's approval of the Project, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel