

Subject: DES: Complete Streets

Related Department(s): DES

FY 2025 Proposed Capital Budget

CIP Work Session

The following information is provided in response to a request made by Ms. Cunningham; at the work session on *06/06/2024*, regarding the following question:

Can you quantify the dollar amount of projects that were deferred or cancelled in the Complete Streets Program to afford the cost escalation in the Transit program?

The Proposed CIP required trade-offs due to several issues, including the cost escalation of capital projects and the reduced forecasted revenue from local dedicated transportation sources (driven primarily by declining office values) in the Proposed CIP relative to the last ten year Adopted CIP.

A number of projects have experienced significant cost escalation, with large transit projects such as Crystal City East Entrance and Ballston West Entrance being the most noteworthy examples due to construction inflation and WMATA soft cost escalation. Other projects/programs – Pentagon City Second Elevator, Street Safety Improvements (Vision Zero), and CC2DCA – also increased from the last CIP. Additionally, funding the Transit Strategic Plan (TSP) and transition of ART Fleet to zero emission buses (ZEB) was prioritized in the proposed CIP.

Both factors combined to require significant trade-offs between the Transit program and Complete Streets. Although transit projects benefit from various grants, almost \$60m of local funding (TCF and TIF) is proposed to be shifted towards Transit through FY 2032 (the last year of the prior Adopted CIP), with additional funds diverted in FY 2033 and FY 2034. In total, including all years and other programs like the Street Safety Improvement program that increased significantly vs. the Adopted CIP (Street Safety Improvements increased \$9.5m, almost 60% vs. Adopted CIP), combined with lower revenues, over \$80m in local funding is proposed to be shifted from Complete Streets programs (table below).

In addition to the shift between Transit and Complete Streets programs, the Proposed CIP also left some projects and programs unfunded or deferred to the later years of the CIP. The funding list below is the amount that was removed from the CIP and would need to be reinstated to fund the project (with eligible funding type listed).

Projects cut from the CIP	Cost	Source
Courthouse Multimodal Improvements - Accessibility improvements in Courthouse on Wilson and Clarendon Boulevards between North Uhle and North Adams Streets	\$ 6,600,000	TCF-C&I
Pershing Drive Intersection Improvements - North Jackson Street to North Nelson Street	\$ 4,000,000	TCF-NVTA Local
South / West Glebe Intersection - Safety and operational improvements	\$ 5,000,000	TCF-C&I
TBD placeholders for implementation of studies and plans - Local placeholder funding was removed from the Proposed CIP for future projects that are developed from the MTP Update and planned studies	\$ 50,700,000	Combined TCF-C&I, TCF-NVTA Local, TIF
Total:	\$ 66,300,000	

Projects shifted later in the CIP	Cost	Source
Arlington Boulevard Trail, north side - Shifted three years later to begin design in FY 2033, Proposed CIP funds only design	\$ 8,000,000	TCF-C&I
Arlington Boulevard Trail, Edison to Granada - Shifted two years later to begin design in FY 2029	\$ -	
Fairfax Drive / Kirkwood Intersection - Shifted two years later to begin design in FY 2027	\$ -	
Memorial Wall Trail - Shifted three years later to begin design in FY 2030	\$ -	
South George Mason Drive, Segments 2 & 3 - Proposed CIP anticipates grant funding to fully fund Segment 2 (shifted two years later) - Shifted Segment 3 five years later to begin design in FY 2033; Proposed CIP funds only design	\$ 8,200,000	TCF-NVTA Local
14th Street North Improvements (Courthouse) - Shifted six years later to begin design in FY 2033	\$ -	
Total:	\$ 16,200,000	

Staff has made some fairly aggressive assumptions regarding external funding for ART Fleet Transition to ZEB in order to incorporate this program without further diversion of funding in the Proposed CIP. In the event the funding is not secured at the levels assumed, additional projects will have to be deferred or canceled in the next CIP. In addition, staff is anticipating cost increases in our ART operations contract in FY 2025 and going forward from FY 2025 due to TransDev negotiations with ATU 689 related to the first option year of that contract. This will likely put further pressure on TCF and require further project deferrals to fund the expected increase.