

PRESENTED AND ADOPTED:

SUBJECT: APPROVAL OF TRANSIT INFRASTRUCTURE INVESTMENT FUND  
ALLOCATION POLICY

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

WHEREAS, On August 10, 2000, the Board of Directors adopted a revised policy on the Transit Infrastructure Investment Fund (TIIF); and

WHEREAS, Previous Board actions have allocated \$60M to the jurisdictions, \$12.9M to the Huntington Parking Garage, \$8M to the White Flint Parking Garage, \$16M to the Operating Budget through FY2012, \$31M to the Operating "Safe Clean Reliable Funding" program through FY2010, \$9.6M to SmarTrip®, \$11.8M to a Maryland CNG Facility which was subsequently reallocated to the purchase of buses, and \$3M to precision stopping all from the TIIF Fund; and

WHEREAS, Both previous allocations of TIIF funds to the jurisdictions have been for use on a subregional basis in accordance with the rail construction formula in existence at the time the funds were received by the Authority; and

WHEREAS, It is projected that an additional \$61.8M may become available in the TIIF from FY2007 through FY2012; now, therefore be it

*RESOLVED*, That after funding the \$152.3M in Board previously approved projects, including the Operating Budget allocations, 60% of the additional funds (or approximately \$37.1M) shall be made available for use on a subregional basis (36% of the aforesaid 60% allocated to the District of Columbia, 37% allocated to the State of Maryland, and 27% to the Commonwealth of Virginia) and the remaining 40% (or approximately \$24.7M) shall be made available for regional projects as determined by the Board; and be it further

*RESOLVED*, That each jurisdiction shall share in the allocated funds received on a proportional basis along with the regional projects such that each amount of funds received shall be allocated in part to subregional projects and part to regional projects in the proportions established by this Resolution; and be it further

*RESOLVED*, That, prior to applying funds to any other projects in Montgomery County, \$6M of Maryland's share of the additional approximately \$37.1M allocation shall be made available to Maryland and applied to the reimbursement of the Maryland Department of

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Transportation for funds advanced for the Silver Spring Transit Center project; and be it further

*RESOLVED*, That the principles of the TIIF shall be as follows:

1. Equity capital for the TIIF will be provided from uncommitted proceeds as a result of the sale or long-term lease, as appropriate, of real estate transactions approved under the Joint Development Program, and that all funds to be deposited in the TIIF will be subject to Board approval;
2. Any balance of funds in the TIIF will be used, with Board approval, and in conformity with Compact requirements, any applicable FTA approvals and other financial documents existing at any given time;
3. Regional funds in the TIIF will be allocated to non-operating expenses as approved by the Board except that TIIF funds may be used to fund Operating Budget "Safe Clean Reliable Funding" projects and for the funding of Joint Development activities.
4. The TIIF program may be used to support Joint Development activities that are consistent with the goals and objectives of the non-recurring, capital investment projects which will provide long-term benefits to the Authority, or to advance approved projects or purchases in the IRP that will strengthen reliability of transit services and meet increased ridership demands;
5. In reviewing requests for funds allocated as described in this Resolution, the Board will consider the following priority expenditures:
  - a. Primarily to assure the complete funding of the IRP and the anticipated need for additional buses and rail cars to match ridership growth;
  - b. Secondly to promote transit-oriented projects such as the following:
    - Projects that generate revenue and provide a payback to the TIIF Fund shall receive a higher priority than those which provide no payback to the TIIF;
    - Projects that increase rail system access and ridership;
    - Projects which enable a joint development project to be implemented and enable attainment of the Joint Development Program's goals and objectives; or

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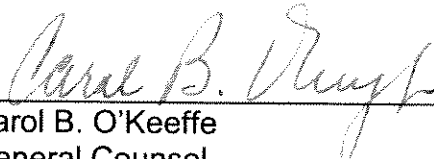
- Projects which enhance design and integration of the project into the community and transit system.
6. Any payback revenues generated from a TIIF-funded project shall be deposited back into the TIIF;
  7. Specific uses of funds under this policy shall be recommended by the Real Estate Committee to the Board of Directors for its review and action;
  8. TIIF funds will be deposited into individual jurisdictional accounts with the balance of each account reported to the Board of Directors quarterly through the Real Estate Committee;
  9. No jurisdictional requests for funding projects from individual TIIF accounts will be honored by the Board until adequate funds are available in the TIIF to meet the request and the required proportionate amounts have been deposited in each individual jurisdictional account;

and be it further

*RESOLVED*, That Resolution No. 2000-50 shall be rescinded except as it relates to TIIF expenditures prior to the date of passage of this Resolution; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel

**PRESENTED & ADOPTED:** August-10- 2000

**SUBJECT:** ~~Revised Policy on~~ APPROVAL OF TRANSIT INFRASTRUCTURE INVESTMENT Fund FUND ALLOCATION POLICY  
#2000-50

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

**WHEREAS**, ~~provisions of the Transportation Equity Act (TEA-21) allow public transportation agencies to retain all income and proceeds from sale or lease of real estate acquired with Federal assistance and to apply the funds to transit-related expenditures~~ On August 10, 2000, the Board of Directors adopted a revised policy on the Transit Infrastructure Investment Fund (TIIF); and

**WHEREAS**, ~~the Washington Metropolitan Area Transit Authority Compact requirement for a specified, pre-determined funding source has constrained the ability to pursue creative and innovative projects, and to develop new market opportunities that can reduce cost, improve revenue or provide better service to its customers~~ Previous Board actions have allocated \$60M to the jurisdictions, \$12.9M to the Huntington Parking Garage, \$8M to the White Flint Parking Garage, \$16M to the Operating Budget through FY2012, \$31M to the Operating "Safe Clean Reliable funding" program through FY2010, \$9.6M to SmarTrip®, \$11.8M to a Maryland CNG Facility which was subsequently reallocated to the purchase of buses, and \$3M to precision stopping all from the TIIF Fund; and

~~WHEREAS, Both previous allocations of TIIF funds to the jurisdictions have been for use on a subregional basis in accordance with the rail construction formula in existence at the time the funds were received by the Authority; and~~

~~WHEREAS, It is projected that an additional \$61.8M may become available in the TIIF from FY2007 through FY2012; now, therefore, be it~~

~~NOW, THEREFORE BE IT~~ **RESOLVED**, That after funding the \$152.3M in Board previously approved projects, including the Operating Budget allocations, 60% of the additional funds (or approximately \$37.1M) shall be made available for use on a subregional basis (36% of the aforesaid 60% allocated to the District of Columbia, 37% allocated to the State of Maryland, and 27% to the Commonwealth of Virginia) and the remaining 40% (or approximately \$24.7M) shall be made available for regional projects as determined by the Board; and be it further

~~RESOLVED, That each jurisdiction shall share in the allocated funds received on a proportional basis along with the regional projects such that each amount of funds received shall be allocated in part to subregional projects and part to~~

regional projects in the proportions established by this Resolution; and be it further

RESOLVED, That, prior to applying funds to any other projects in Montgomery County, \$6M of Maryland's share of the additional approximately \$37.1M allocation shall be made available to Maryland and applied to the reimbursement of the Maryland Department of Transportation for funds advanced for the Silver spring Transit Center project; and be it further

RESOLVED, That ~~the~~ Authority will establish and maintain a Transit Infrastructure Investment Fund (principles of the TIIF) in accordance with the following principles shall be as follows:

1. Equity capital for the TIIF will be provided from uncommitted proceeds as a result of the sale or long-term lease, as appropriate, of real estate transactions approved under the Joint Development Program, and that all funds to be deposited in the TIIF will be subject to Board approval;
2. Any balance of funds in the TIIF will be used, with Board approval, and in conformity with Compact requirements, any applicable FTA approvals and other financial documents existing at any given time;
3. Regional funds in the TIIF will be allocated to non-operating expenses as approved by the Board except that TIIF funds may be used to fund Operating Budget "Safe Clean Reliable Funding" projects and for funding of Joint Development Activities;
4. The TIIF program may be used to support Joint Development activities that are consistent with the goals and objectives of the non-recurring, capital investment projects which will provide long-term benefits to the Authority, or to advance approved projects or purchases in the Infrastructure Renewal Program IRP that will strengthen reliability of transit services and meet increased ridership demands;

4. The first thirty million dollars of funds deposited into TIIF will be allocated for use on a subregional basis in accordance with the

—rail construction formula in existence at the time the funds are received by the Authority as described in 3 above;

~~5. After the initial allocation of funds as described above, the balance of funds in the TIIF will be allocated to non-operating expenses as approved by the Board.~~

6.5. In reviewing requests for funds allocated as described in ~~5~~ above this Resolution, the Board will consider the following priority expenditures:

A)a. Primarily to assure the complete funding of the Infrastructure

Renewal Program IRP and the anticipated need for additional buses and rail cars to match ridership growth;

B)b. Secondly to promote transit-oriented projects such as the following:

- Projects that generate revenue and provide a pay back to the TIIF Fund shall receive a higher priority than those which provide no pay back to the TIIF; and
- Projects that increase rail system access and ridership.
- Projects which enable a joint development project to be implemented and enable attainment of the Joint Development Program's goals and objectives;
- Projects which enhance design and integration of the project into the community and transit system;

7.6. Any pay back revenues generated from a TIIF funded project shall be deposited back into the TIIF;

8.7. Specific uses of funds under this policy shall be recommended by the ~~Development and Expansion~~ Real Estate Committee to the Board of Directors for its review and action;

9.8. TIIF funds will be deposited into individual jurisdictional accounts with the balance of each account ~~The status of the TIIF will be reported to the Board of Directors quarterly through the Development and Expansion~~ Real Estate Committee;

9. No jurisdictional requests for funding projects from individual TIIF accounts will be honored by the Board until adequate funds are available in the TIIF to meet the request and the required

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proportionate amounts have been deposited in each individual jurisdictional account;

and be it further

~~BE IT FURTHER RESOLVED, I~~that this Resolution supercedes Resolution 97-39

adopted September 25, 1997; and

-3-Resolution No. 2000-50 shall be rescinded except as it relates to TIF expenditures prior to the date of passage of this Resolution; and be it finally

~~BE IT FURTHER RESOLVED, I~~that this resolution-Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency.

  
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Cheryl C. BurkeCarol B. O'Keefe  
General Counsel



## ***TIIF Allocation Formula***

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| Formula               | DC    | MD    | VA    |
|-----------------------|-------|-------|-------|
| Rail Construction     | 36%   | 37%   | 27%   |
| FY05 Metro Matter IRP | 36.7% | 36.1% | 27.2% |

- **Approved TIIF allocation of the first \$60M is based on rail construction formula**

- **Rail Construction Formula Based On:**

- ✓ Population density
- ✓ Ridership
- ✓ Stations
- ✓ Train miles
- ✓ Construction cost

- **FY05 Metro Matters IRP Formula Based On Blended IRP Rail and Bus Formulas:**

- ✓ Rail formula – the past five year average of rail operating assistance percentages
- ✓ Bus formula – projection of weekday revenue bus miles by jurisdiction