The following items were handed out at the April 6, 2017 NVTC Meeting.
Don’t put Metro burden on cities, counties

The March 23 unanimous approval of the Washington Metropolitan Area Transit Authority fiscal 2018 budget – a compromise to be lauded – should not be viewed through rose-colored glasses.

Strained municipal budgets and a looming transit funding cliff pose unprecedented challenges to Virginia’s ability to afford the drastic increases that WMATA anticipates for future years. A perfect storm is brewing and Northern Virginia cities and counties are about to bear the brunt of it.

In Virginia, unlike in Maryland and the District of Columbia, it is a group of local governments that foot the bill for Metrorail and Metrobus. In Arlington and Fairfax counties and the cities of Alexandria, Fairfax, and Falls Church, the transit agency competes for funding with necessities such as schools and law enforcement. Loudoun County will face the same funding competition when Silver Line Phase 2 stations open in 2020.

Municipal budgeting for those payments is complicated by fluctuating levels of funding from outside sources. Revenue from Northern Virginia’s 2.1 percent gas tax, much of which is earmarked for WMATA, is anything but stable.

Jeffrey C. McKay, a Democrat who represents the Lee District on the Fairfax County Board of Supervisor, is chairman of the Northern Virginia Transportation Commission.

Our jurisdictions are poised to take a hard hit when transit funds from state transportation revenue bonds dry up in fiscal 2019. When this happens, the loss of funds for transit capital – estimated at $110 million per year – will be devastating to Northern Virginia.

Also looming large is a potential loss of funds from the federal Passenger Rail Investment and Improvement Act of 2008. WMATA stands to lose $300 million a year beginning in fiscal 2020. Replacing such a significant amount is beyond the means of our local jurisdictions.

A safe and reliable Metrorail system is vital to Northern Virginia’s economic health, but it cannot come at any price. Ridership declines and operational cost increases exacerbate a funding gap that our cities and counties can hardly afford. While we applaud the general manager’s efforts to control costs and make tough choices, we believe there is room for more belt-tightening and structural reform. Northern Virginia jurisdictions are committed to seeking improvements in WMATA’s safety, governance, labor relations, and financing. Without these, requests for our cities and counties to dig even deeper into their coffers will be dead on arrival.

This bleak picture makes clear why securing stable, dedicated funding for WMATA and implementing reforms are priorities for the Northern Virginia Transportation Commission, which represents the interests of all Virginia signatories to the WMATA Compact. As such, NVTC will continue to work with its partners to ensure that Metro has the financial resources and adopts the reforms necessary to permanently restore its world-class status.
VIRGINIA RAILWAY EXPRESS

Northern Virginia Transportation Commission

April 6, 2017
MANAGEMENT AUDIT

- Evaluated
  - VRE management
  - Organization
  - Internal controls

- Recommended
  - Presentation to Commissions
  - Roles and responsibilities
WHO WE ARE

Virginia Railway Express is a “joint project” of:

Commuter Rail Service

Serving Washington DC and Northern Virginia

Two lines, 90 miles
19,000 daily trips
WHAT WE ARE KNOWN FOR

Safe Operations
High Customer Satisfaction
Quality Service
Reliable Service
Strong Partnerships with Host Railroads
WHO ARE OUR RIDERS?

- Predominantly Male: Over 57%
- 77% are Married
- Average Ages
  - 35-44 years – 24%
  - 45-54 years – 35%
  - 55-64 years – 23%
- 78% have household income greater than $100,000/year
- Cars per household
  - 99.6% have at least one car available
  - 88% have 2 or more

VIRGINIA RAILWAY EXPRESS
WHO ARE OUR RIDERS?

- Almost 80% have household income over $100,000
- All have at least one car, 88% have two or more

![Pie Chart]

- Civilian Gov't: 58%
- Private: 25%
- Defense Dept: 5%
- Association: 2%
- Other: 2%
- Self Employed: 1%

VIRGINIA RAILWAY EXPRESS
WHERE OUR RIDERS GO

- **L’Enfant**
  - Federal offices, Metro

- **Union Station**
  - Capitol Hill offices, Metro

- **Crystal City**
  - Federal contractor offices, Metro, Pentagon

- **Alexandria**
  - Patent and Trade office area
Peak Hour Trips across the 14th Street Bridges (6:30 to 7:30 AM)

- VRE: 58%
- BUS: 17%
- METRORAIL: 13%
- AUTOMOBILE: 17%
- OTHER: 1%

21,934 TOTAL TRIPS

Source: Transportation Planning Board 2013 Central Employment Core Cordon Count
GOVERNANCE

- VRE Master Agreement established an Operations Board to coordinate development and operation of the service
  - Delegation of some authority to Operations Board
- The Operations Board consists of members from each of the jurisdictions that support VRE plus Chairman of CTB or designee.
- NVTC Operations Board Members
  - Paul Smedberg (Chairman)
  - Katie Cristol (Chair – Capital Committee)
  - Sharon Bulova
  - John Cook

Alternates
- Libby Garvey
- Tim Lovain
- Jeff McKay
GOVERNANCE

Authority retained by Commissions

– Amendments to the Master Agreement
– Hiring and termination of the Chief Executive Officer
– Statewide and federal grant applications
– Approval of legislative agendas
– Approval of strategic plan
– Sale or purchase of real property and equipment in the Commissions’ name
– Other major policies such as terms for new entrants
– Approving annual budgets/six-year financial plans
– Approving Access and Operating/Maintenance Agreements
– Approving Insurance Agreements
GOVERNANCE

Authority Delegated to Operations Board

- Full authority on spending, provided amount is included in annual budget and six-year financial plan
- Approval of Fare changes (tariffs)
- All contractual agreements provided funding is included in annual budget (with the exception of operating agreements)
- Any item can be sent to Commission for approval at request of an Operations Board member
MANAGEMENT

- CEO is employed by Commissions
- Small, efficient organization (VRE staff = 49)
  - Contracted Operations and Maintenance
- Continuous work to improve organization
  - System Plan 2040
  - Financial Analysis
  - Management Audit
  - Compensation Analysis
VRE SYSTEM PLAN 2040

PHASE 1: Longer Trains
- More station parking
- More railcars
- More train storage
- Second & longer platforms

PHASE 2 & 3: More Trains
Earn additional train slots through capacity improvements
- Third/fourth tracks on CSXT
- Long Bridge Expansion
- More parking, railcars
- More train storage
VRE CAPITAL IMPROVEMENT PLAN

Total Six-Year Program: $2.1 billion
including capital reserve, rolling stock, asset management & state-of-good-repair projects
Six-Year Roadmap for Investment (FY2018- FY2023)

- Asset Management/SOGR
  8 projects – $73 million

- Passenger Stations
  19 projects – $317 million

- Station Parking
  5 projects – $108 million

- Track & Signal Infrastructure
  2 projects – $28 million

- Maintenance/Storage Facilities
  7 projects – $194 million

- Other Projects
  2 projects – $1.1 billion
  • Long Bridge & Broad Run Expansion

- Rolling Stock
  $400 million
FINANCIAL SITUATION

- VRE’s costs are growing faster than revenues
  - Commonwealth’s “Transit Capital Fiscal Cliff” exacerbates issue
- Cost increases can not be covered solely by localities or riders
- No additional revenue = service cuts
- Service cuts = loss of capacity in I-95/395 and I-66 Corridors of Statewide Significance
- Cost to replace capacity with highway lanes astronomical
FINANCIAL FORECAST

Estimated Additional Annual Need and Daily Ridership

- Steady State: $41.7M, Average Annual Capital Requirement: $20.5M, Ridership: 19,200
- Natural Growth: $44.5M, Average Annual Capital Requirement: $34.8M, Ridership: 31,137
- System Plan: $66.4M, Average Annual Capital Requirement: $52.1M, Ridership: 52,240

VIRGINIA RAILWAY EXPRESS
CTB REVIEW OF FINANCIAL ANALYSIS

HB30: The CTB Rail Committee shall review 2040 plan and financial analysis of VRE:

– long-term financial viability
– ability to maintain appropriately costed-services
– impact on traffic volumes on the I-95/395 and I-66 Corridors of Statewide Significance

Review

– estimating methodology
– long-term service costs
– assumptions on funding resources
CTB REVIEW FINDINGS

Methodology is consistent with industry standards and regional growth expectations.

VRE’s system is poised to see significant gains in ridership by 2040 proportional to the investments made per the plan.

VRE operating expense levels fall within industry norms.
CTB REVIEW FINDINGS

Concerns regarding the long term financial challenges are founded.

Provides appropriately costed, efficient services that would attract increasing levels of ridership.

Significant positive effect on I-95/395 and I-66 traffic.
Questions?
REGIONAL BUS PERFORMANCE ANALYSIS

PRESENTED BY: DAN GOLDFARB, PE
APRIL 6, 2017
What are we doing?

• Evaluating Regional Bus Markets

• Focus Regional Operations

• Identifying Regional Opportunities (e.g., Gaps)
Activities to Date

• Previous Presentations → System Characteristics
  ▪ Baseline
  ▪ Future

• Reviewed Jurisdictional Transit Development Plans

• Focus Today → Service Characteristics

• Providing Guidance for the Opportunities Analysis
Technical Approach

• Focused Only on Bus

• Travelers Choices

• Perceived Time

• Network Analysis → Synergies
Service Characteristics

- Average Trip Lengths
- Bus Service Coverage
- Jobs Accessible by Bus
Average Bus Trip Travel Time is Approximately 30 Minutes

As would be expected commuter bus service has the longest average trip distance and the highest speed. The commuter bus speed is close to national averages for commuter rail. The express bus services, which operates on arterials and freeways have travel speeds similar to premium BRT and LRT modes. Regional the local bus service has average trip length around six miles. This data is a combination of all of the operators in Northern Virginia.
Access to Bus Service Reflects Land Use Densities

Arlington and Alexandria provide a high level of bus coverage, equal to DC. Coverage in Fairfax, Loudoun, and Prince William Counties, reflect their lower land use densities.
All of the jurisdictions in Northern Virginia have higher or equal transit bus access for the lower income areas compared to total areas covered by buses within the jurisdictions. Although there are areas where improved transit service could provide greater access, overall lower income areas are served well by bus. (Lower income is below the median household income.)
Although Fairfax County only has approximately 60 percent of the County within a half mile of bus service, the same number of people have access to bus services as compared to DC.
Approximately 90 Percent of Jobs Accessible by Bus are within 30 to 60 Minutes

Bus provides access to many jobs in Northern Virginia. Approximately 90 percent of the jobs within a 60 minute bus ride are within 30 to 60 minutes.
Opportunity Analysis

How do you optimize travel time?

How can buses better connect key origins and destinations?

How do you increase the number of jobs within 15 to 30 minutes via bus?

Where is there an opportunity to improve bus access?
Next Steps

• Coordinating with MAC

• Developing Recommendations

• Reporting in Summer