

The Fight for Dedicated Transit Funding in Virginia



Kate Mattice, Northern Virginia Transportation Commission



The Fight for Dedicated Transit Funding in Virginia

- ✓ Why transit is so important to NOVA/DC
- ✓ What prompted the call for state action?
- ✓ Building the case
- ✓ Gathering the community partners
- ✓ November elections
- ✓ Getting it to the finish line
- ✓ Living with the results / Now what?!



Forecasted Transit-Accessible Employment (MWCOG)							
Transit System	2010	2015	2020	2025	2030	2035	2040
ART	144,829	162,996	181,721	194,545	202,414	204,520	207,912
Connector	329,290	347,280	390,544	419,398	448,034	465,634	480,296
CUE	17,126	17,453	18,329	19,035	19,756	20,478	21,356
DASH	85,411	90,934	95,665	105,585	118,478	124,910	133,555
LCT	106,148	116,801	140,941	157,637	171,534	177,154	180,619
Metrobus	420,523	450,963	504,359	543,848	582,552	601,541	620,354
Metrorail	79,979	89,032	102,768	112,054	121,272	124,386	127,831
PRTC	149,026	162,398	184,697	198,751	213,830	221,753	227,836
VRE	15,609	16,228	17,913	19,226	21,222	21,897	21,345

Transit Accessible Jobs in Northern Virginia

Characteristics	Total Employment	Transit-Accessible Employment	% Transit-Accessible
Employment by Age			
Workers age 29 or younger	282,715	164,757	58%
Workers age 30 to 54	710,632	410,217	58%
Workers age 55 or older	227,611	132,838	58%
Employment by Income			
Earnings of \$1250 per month or less	230,297	124,851	54%
Earnings of \$1251 per month to \$3333 per month	327,276	174,607	53%
Earnings greater than \$3333 per month	663,385	408,354	62%
Employment by Education			
Less than high school	99,748	54,842	55%
High school or equivalent, no college	180,030	97,388	54%
Some college or associate degree	245,757	137,975	56%
Bachelor's degree or advanced degree	412,708	252,849	61%

Nearly 60% of Northern Virginia's jobs are accessible by transit



WMATA maintenance backlog



VRE funding concerns

Dillon's Rule State

But we needed state permission...

THE VALUE OF METRORAIL AND VIRGINIA RAILWAY EXPRESS TO THE COMMONWEALTH OF VIRGINIA



September 2017

Metrorail and the Virginia Railway Express (VRE), the state's only commuter railroad, are the backbone of Northern Virginia's transit system, moving approximately 293,000 people on an average weekday in Northern Virginia. These systems get people to work, help create thriving communities and relieve congestion on roadways. They also fuel economic development across Northern Virginia. High density development clustered around rail stations produces property tax and other revenues that help fund schools, parks, and a range of public services in our communities. The local economic value of high capacity transit is well studied, yet Metrorail and VRE also produce significant revenues for the Commonwealth of Virginia. In fact, the households and jobs supported by Metrorail and VRE generate over \$600 million in state general fund revenues.

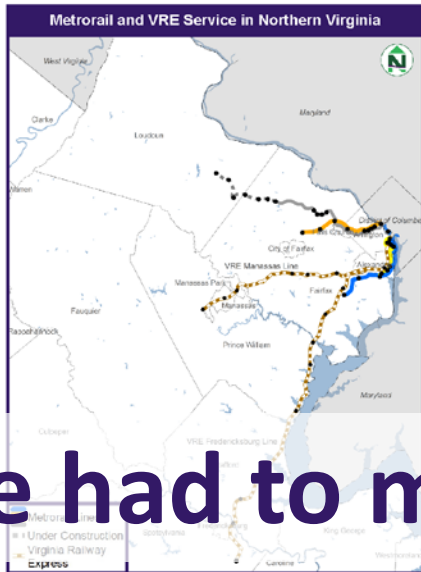


Figure 1 Source: NVTC

OVERVIEW

NVTC's analysis finds that:

- The presence of Metrorail and VRE supports an additional 85,000 households and 130,500 jobs in Northern Virginia.
- Those households and jobs generate more than \$600 million annually in sales and income tax revenue that flow to the state's general fund.
- Given Virginia's annual transit operating and capital contribution to Metrorail and VRE (about \$170 million budgeted in fiscal year 2018), the return on investment to the Commonwealth exceeds 250 percent.
- \$600 million, which represents just over 3 percent of general fund revenues, covers Virginia's annual, general fund expenditures on state colleges and universities (about \$316 million) and state police (about \$266 million).

...the economic benefits accrued from rail services by rail are well documented. Several studies — including one in 2011 by the Washington Metropolitan Area Transit Authority (WMATA) and another



We had to make the case for state action...

More than
\$600M



in sales and income tax revenue sent to the state's general fund that was generated by the additional households and jobs that rail supports

250% ROI

to the commonwealth from the \$170 million it provided to Metro and VRE in fiscal year 2018



130K



additional daily transit trips in Northern Virginia

56,500

lane miles of congestion saved

through data...





GREATER WASHINGTON PARTNERSHIP

FROM BALTIMORE TO RICHMOND
FOSTERING UNITY
ADVANCING GROWTH



NORTHERN VIRGINIA CHAMBER OF COMMERCE

...and through partners...



FEDERAL CITY COUNCIL



MetroNow

TIME FOR BETTER TRANSIT



GREATER WASHINGTON Board of Trade



The 2030 Group



Coalition for Smarter Growth

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VIRGINIA TRANSIT ASSOCIATION

The Voice of Public Transportation in Virginia



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

amazon

The New York Times

Amazon Plans Second Headquarters, Opening a Bidding War Among Cities



Amazon's headquarters in Seattle. Stuart Issett for The New York Times

By [Nick Wingfield](#) and [Patricia Cohen](#)

Sept. 7, 2017



SEATTLE — Wanted: A place with a million people, a diverse population, good schools and malleable lawmakers. Room to accommodate up to 50,000 workers. Canadian provinces also welcome to apply.

Amazon took the unusual step on Thursday of announcing it wants a second home outside Seattle, starting what is sure to be a fierce bidding

Transit is a requirement for HQ2...

By the end of the day, cities including Chicago, Dallas and San Diego, along with states like Michigan, were vocal about their interest, the first of many places expected to consider submitting proposals. Amazon has laid out in meticulous detail what it is looking for, even acknowledging that new laws may be required to get the high level of incentives necessary to hold the company's attention.

BUSINESS OPERATIONS

Amazon HQ2 Odds: Northern Virginia Tops New List

Betting site Bovada has a cluster of five cities with the best odds to land Amazon's second headquarters.

By [DAN SHAFER](#) Posted: Mar, 01 2018

 AMAZON HQ2



Image Credit: Illustration by Lori Kelley.

It's been 174 days since Amazon announced its plans for HQ2 on Sept. 7. The deadline for proposals came on Oct. 19, and four days later, the company announced that it had received a total of 238 proposals. About three months later, that list was narrowed down to 20 finalists. And now, 40 days later, will we soon know the winner of the HQ2 sweepstakes?

No one knows. Well, no one outside the walls of Amazonia, at least. Maybe it's hidden somewhere in The Spheres, and we all missed it the one day it was open to the media. It's really anyone's guess.

...the odds are heavily skewed in favor of the capital region, the betting site Bovada has ranked Northern Virginia as Amazon's second headquarters.

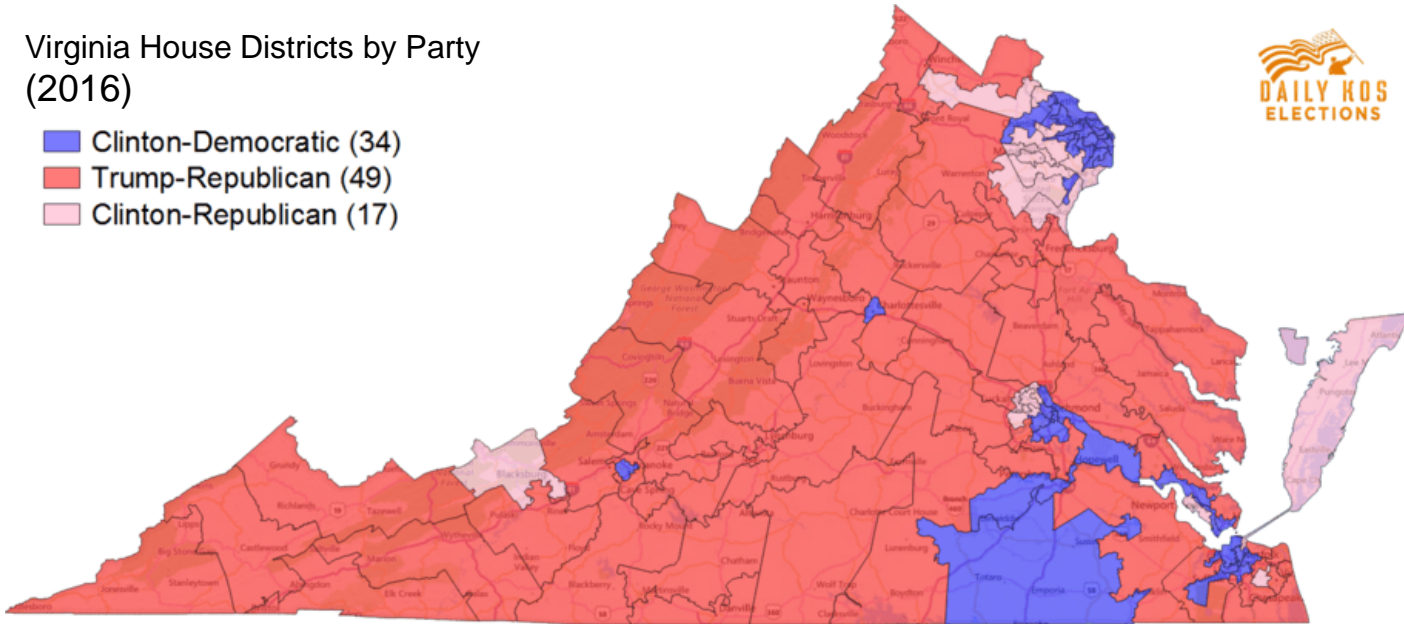
Here's the list, posted Monday, Feb. 26 (as of today):

- Northern Virginia, Virginia: +300
- Austin, Texas: +350
- Boston, Massachusetts: +400
- Washington, D.C.: +500
- Atlanta, Georgia: +550

Virginia House Districts by Party
(2016)

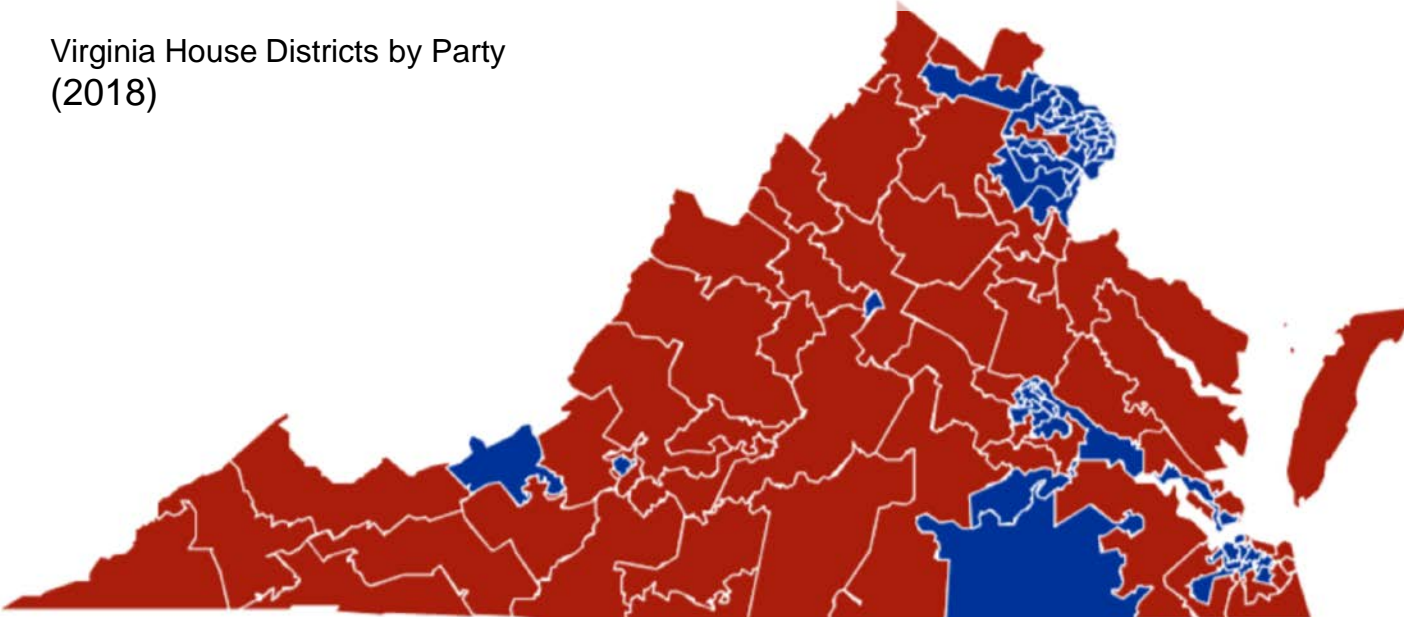


- Clinton-Democratic (34)
- Trump-Republican (49)
- Clinton-Republican (17)



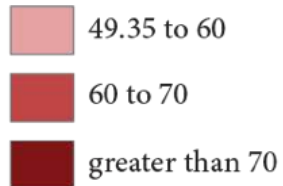
Then the election happened...

Virginia House Districts by Party
(2018)

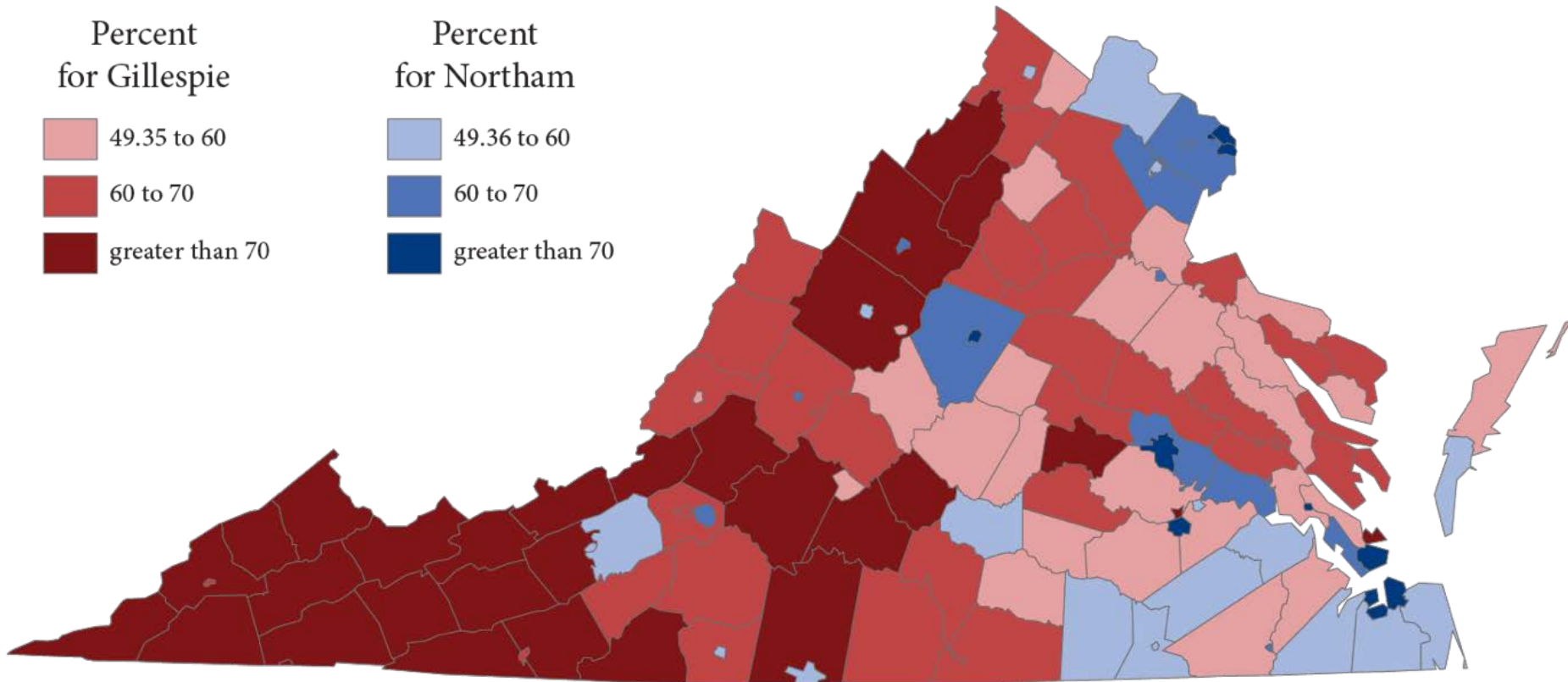
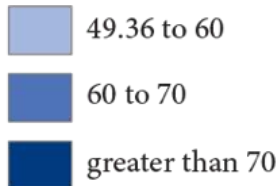


2017 Gubernatorial Election Results (by county and independent city)

Percent
for Gillespie



Percent
for Northam





Jan 2018: the real hard work began...



60 day session



Floor votes and conference



And a bill that was all about deals and compromise...



Ralph Northam @GovernorVA · May 18

Today I signed a bill to safeguard the Washington Metro system's future by enacting reforms and providing it with a dedicated source of revenue for the first time in its history. Metro is essential to our economic future and this bill will make it work better for all of us.

The Washington Post

Transportation

Breakthrough in Virginia on Metro funding: Lawmakers approve \$154 million

By **Robert McCartney** March 10 Email the author

The Virginia General Assembly agreed Saturday to give Metro \$154 million a year in permanent, new funding, on the condition that Maryland and the District make somewhat larger contributions to provide the transit system with a total of up to \$500 million more annually.

The action in Richmond marked what appeared to be a historic step in securing for Metro a significant source of dedicated revenue that it has lacked since the subway opened in 1976.

The bill has not been viewed as a major obstacle to improving suburban transit, but it has been controlled by Republicans who have been skeptical of investing in public transit.

The new money would be used to revitalize a transit system beset by aging equipment and long-needed repairs.

It remained necessary to resolve differences between the Virginia legislation — passed by the Senate and the House of Delegates, and welcomed by Gov. Ralph Northam (D) — and a similar bill before the Maryland General Assembly. A key issue is the varying amounts each jurisdiction will pay, based on population and ridership.

But... we did get the dedicated funding for both Metro and VRE

The Results: \$154M +\$15M/year

Did we get everything we wanted? No

Was it perfect? No

Was it clear of games along the way? No

What it free of conditions? No

But... in the end, we achieved a dedicated, bondable source of funding for both WMATA and VRE

Now, it's about implementation... and cleaning up the mess that was left behind

Parting Thoughts

- Never put money on something not happening (or happening)
- Be ready to strike while the iron is hot
- Yes, elections have consequences – use them!
- Never underestimate the power of coalitions
- Know your legislative leaders: their likes and dislikes
- Tailor the message to the audience
- And work your tail off

Thank you!

Kate Mattice

Executive Director

Northern Virginia Transportation Commission

katemattice@novatransit.org

@novatransit