



Washington Metropolitan Area Transit Authority

Metro Fundamentals

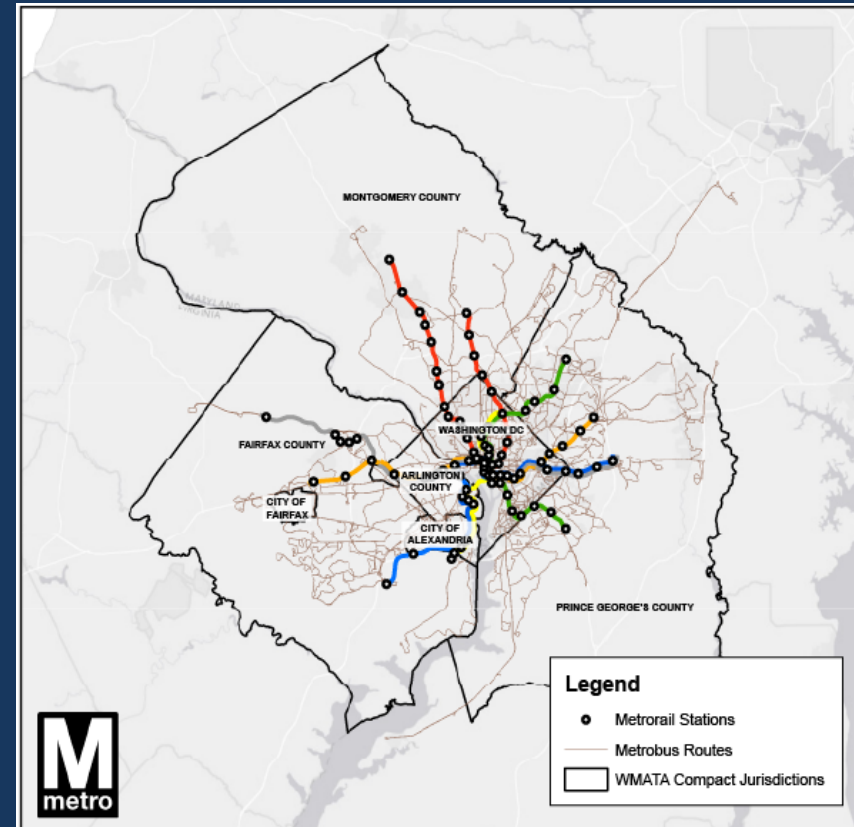
Presentation to the National Capital Region Transportation Planning Board

November 18, 2015



Metro's Fall 2015 TPB Presentations

- November:
 - Metro Fundamentals
 - Momentum
- December:
 - How can TPB support Metro





The Importance of Metro

- Proximity to Metrorail
 - Increases property values by 7-9%
 - Generates \$3.1 B per year in property tax revenues
- 54% of jobs within a ½ mile of Metro stations and bus stops
- Without Metro
 - Add 200,000 more parking spaces downtown
 - Expand all river crossings by four to six additional lanes



200,000 parking spaces
= 166 blocks of five-story
garages



A Multi-modal Transit System

Metrorail



2nd largest rail system in the nation
740,000 daily trips
1,100 rail cars
91 stations
Busiest station: Union Station
Busiest segment: Court House - Rosslyn

Metrobus



6th largest bus system in the nation
450,000 daily trips
1,515 buses
328 routes
187 lines
Busiest line: Georgia Ave (70s)
Bus stops: 11,269

MetroAccess



5th largest paratransit service in the nation
6,000 daily trips
675 vehicles
38,471 registered users



Getting Our House in Order: Financial Management Oversight (FMO)

Federal Transit Administration (FTA):

- The FTA FMO Report identified nine findings, five advisory comments, and a total of 45 recommendations
- Metro completed all Corrective Action Plans (CAPs) within committed timeframe

Short-term Debt:

- Lines of credit capacity increased from \$150 million to \$303 million
- Issued \$200 million, one year Grant Anticipation Note (GAN)
- Repaid 56% of \$503 million in short-term debt (as of October 2015)
- All lines of credit have been renewed or extended

Financial Reporting:

- FY2014 financials issued Aug 2015
- FY2015 financials in progress



FY2016 Budget Summary

TOTAL
BUDGET
OF
\$3.0
BILLION



OPERATING
\$1,814
million
(61%)



CAPITAL
\$1,165
million
(39%)



Operating:
\$634 million (35%)
Capital:
\$327 million (28%)



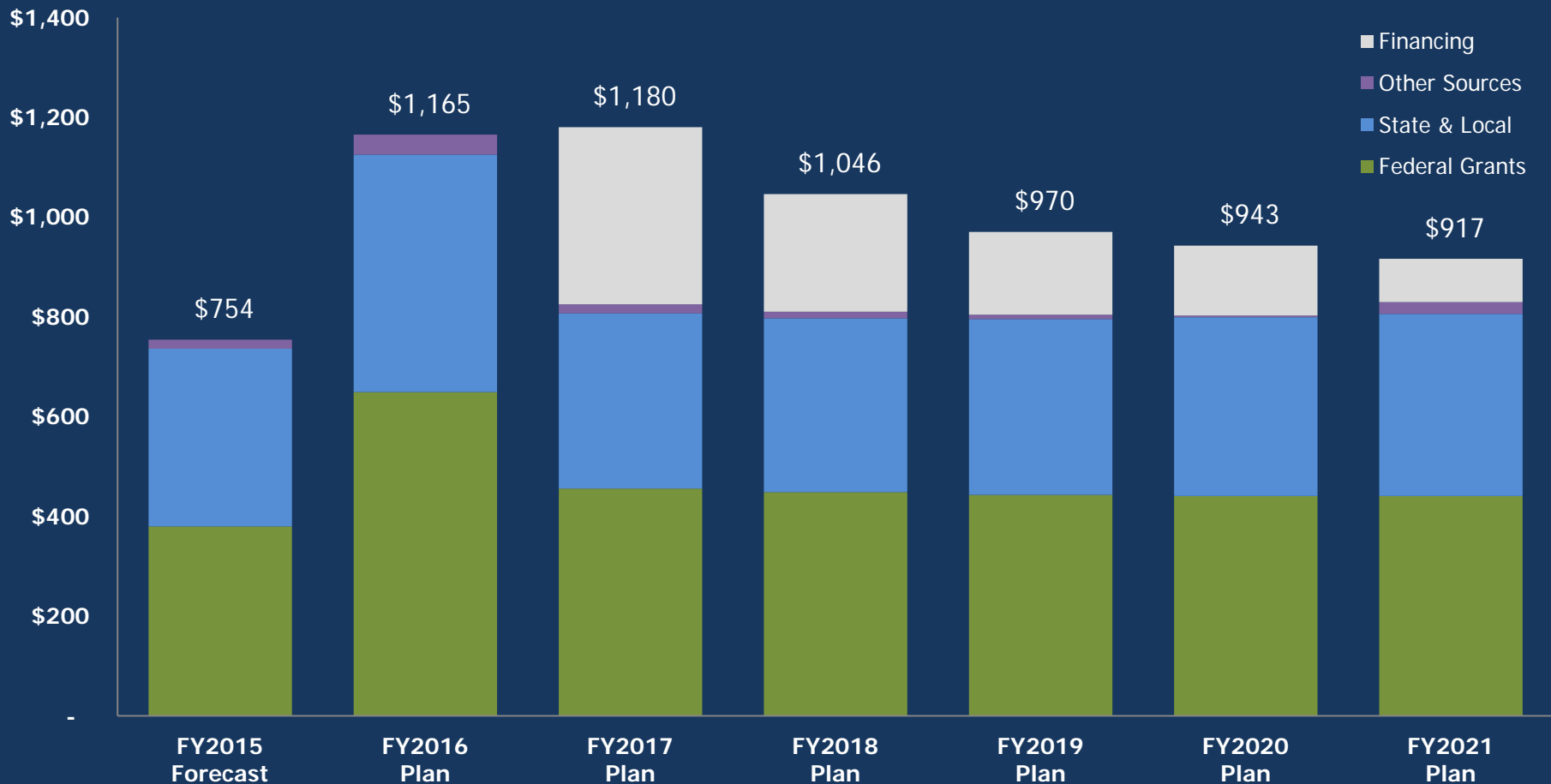
Operating:
\$1.06 billion (58%)
Capital:
\$827 million (71%)



Operating:
\$121 million (7%)
Capital:
\$11 million (1%)



Planned Capital Investments FY2016-FY2021





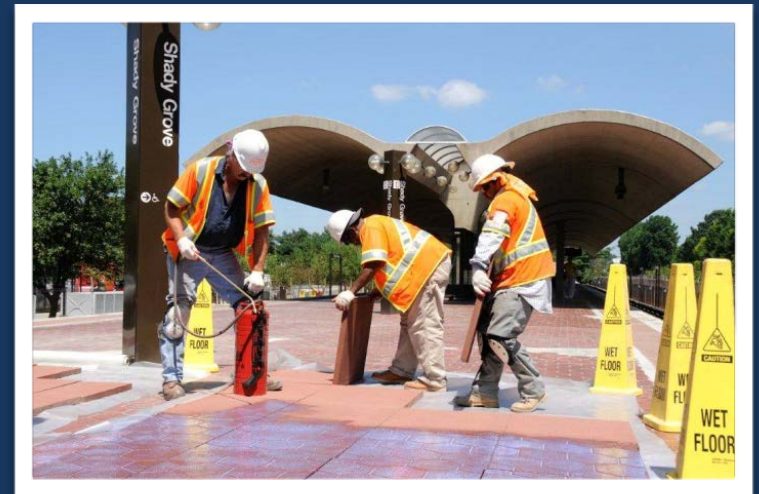
Six-Year Capital Improvement Program (CIP) Focus: Safety and State of Good Repair (SGR)

- Safety projects to meet NTSB recommendations and other safety requirements
- Radio infrastructure replacement
- Completion of Orange/Blue rehab stage 1, initiation of Red Line stage 2 (including tunnel at Medical Center)
- 7000 series railcars to replace 1000, 4000, 5000 series
- Track and structures rehab, leak mitigation and drainage, automatic train control state of good repair
- Replacement buses and MetroAccess vehicles
- Cinder Bed and Andrews Federal Campus bus facilities
- Elevator/escalator rehabilitation and replacement
- Station and platform rehabilitation



Capital Funding

- Primary sources:
 - Federal grants (formula, PRIIA, and discretionary)
 - Jurisdictional contributions (required match to grants plus additional funds)
 - Short and long-term financing
- Capital Funding Agreement (CFA) provides mechanism for jurisdictional contributions





Capital Funding Agreement

- CFA is central to WMATA's capital program:
 - Establishes CIP and AWP development schedule, including timelines for public and jurisdiction input
 - Provides structure for administration/execution of CIP
 - Commits jurisdictions to:
 - provide required matching funds and additional 'system performance' funds
 - fund contractual obligations made during term of the agreement and long-term debt service beyond expiration of agreement
- Current CFA replaced 'Metro Matters' agreement in 2010 and expires June 2016



Capital Funding Agreement (cont.)

- Discussions to renew CFA began mid-2014:
 - Substantial progress made on administrative and procedural improvements
 - Loudoun County included ahead of Silver Line Phase 2
 - Future regional funding levels remain open issue





Capital Program Challenges and Risks

- Competing needs for future funding:
 - Safety requirements from NTSB and FTA SMI
 - Replacement of 2000 and 3000 series railcars
 - Expansion railcars and power upgrades
 - Station access/capacity improvements
 - Additional Buses for Priority Corridor Network
 - Project development for major reliability and capacity needs
- Uncertainty of federal funding:
 - Annual appropriation of formula and PRIIA funding
 - Reauthorization of formula grant programs
 - Expiration of ten-year PRIIA authorization
- Expiration of Capital Funding Agreement



Operations: Revenue and Cost Recovery



Operating Revenue (fares+ parking + advertising)	\$938
Operating Expenses	\$1,814
Operating Cost Recovery	52%

figures in millions



Operating Cost Recovery: 29%



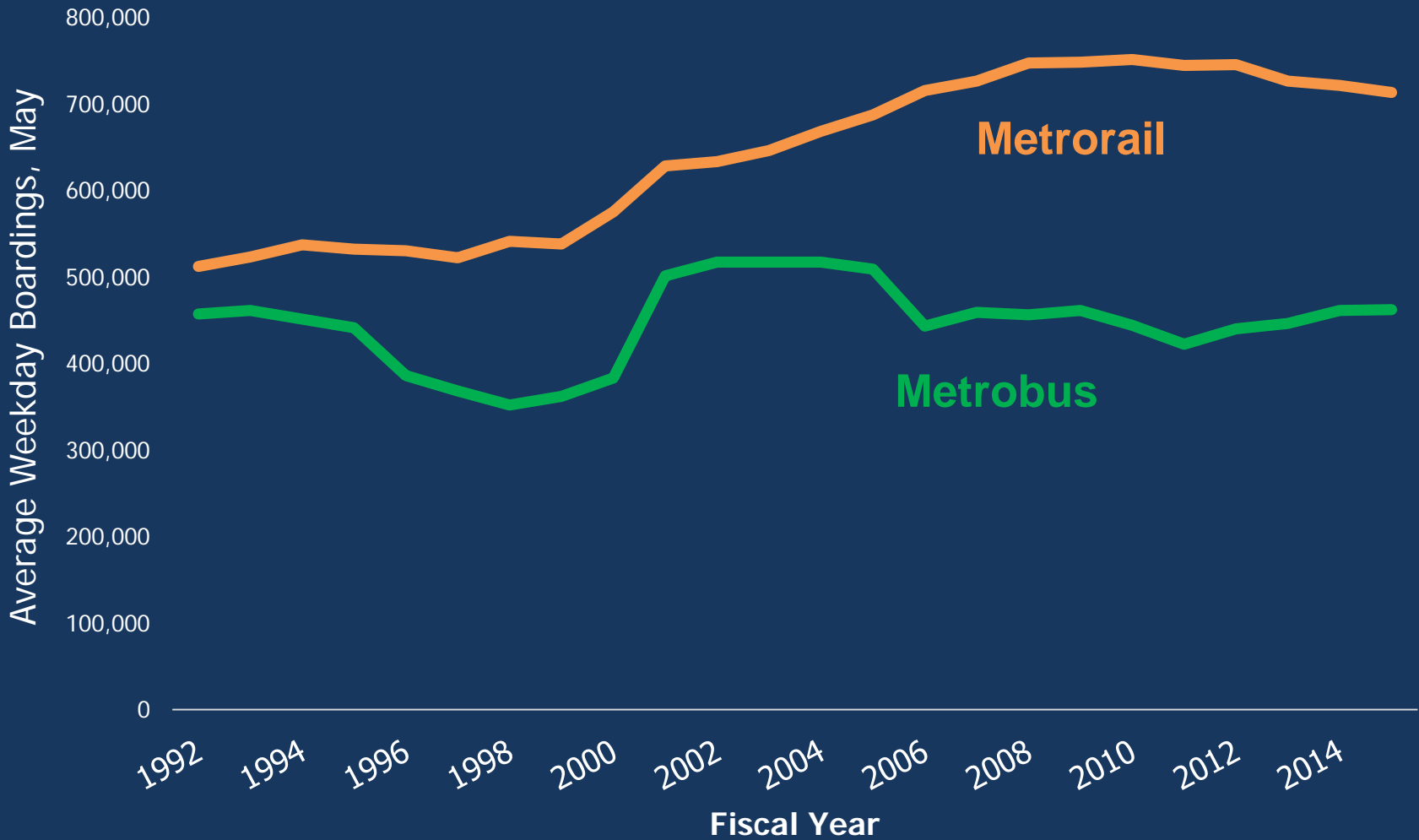
Operating Cost Recovery: 71%



Operating Cost Recovery: 7%

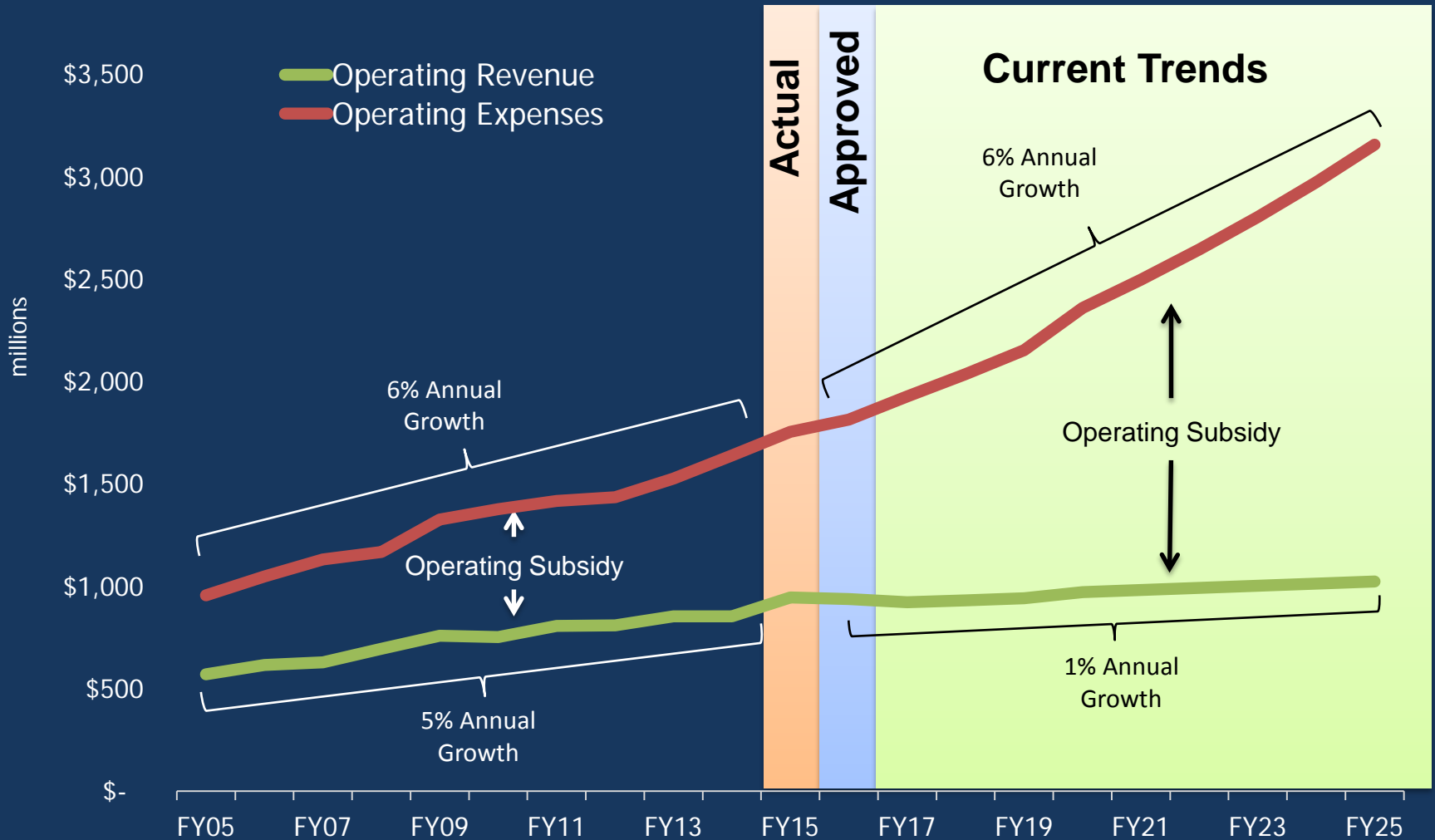


Metrorail and Metrobus Ridership





Operating Ten-Year Outlook











What Is Missing from the Operating Budget?

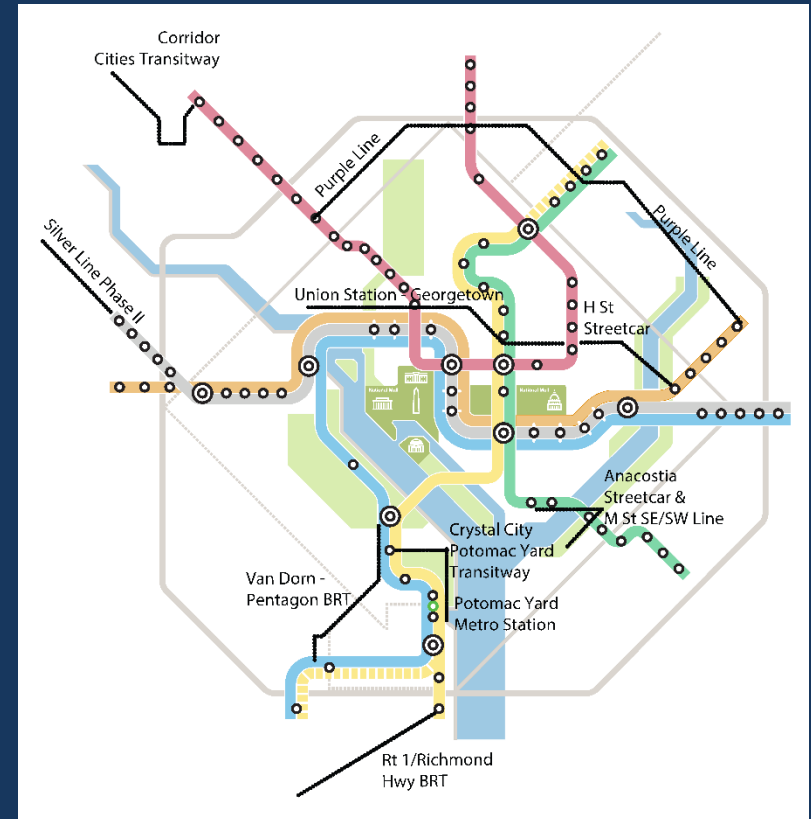
- Headcount to support expansion rail cars and buses
- Coordination with local jurisdictions to implement transit priority to speed up buses
- Studies for pocket tracks, junctions, new Potomac River crossings



Service Status		
 RD	Red Line	On Time
 OR	Orange Line	Delay
 SV	Silver Line	Delay
 BL	Blue Line	Delay
 YL	Yellow Line	On Time
 GR	Green Line	On Time

Food for Thought

- Metro puts the “C” in CLRP
- Regional growth projections < > expansion funds
- Lack of bus priority
- Transit oriented development + walkable communities = ridership



2015 CLRP Transit Projects