



Washington Metropolitan Area Transit Authority

# Metro Fundamentals

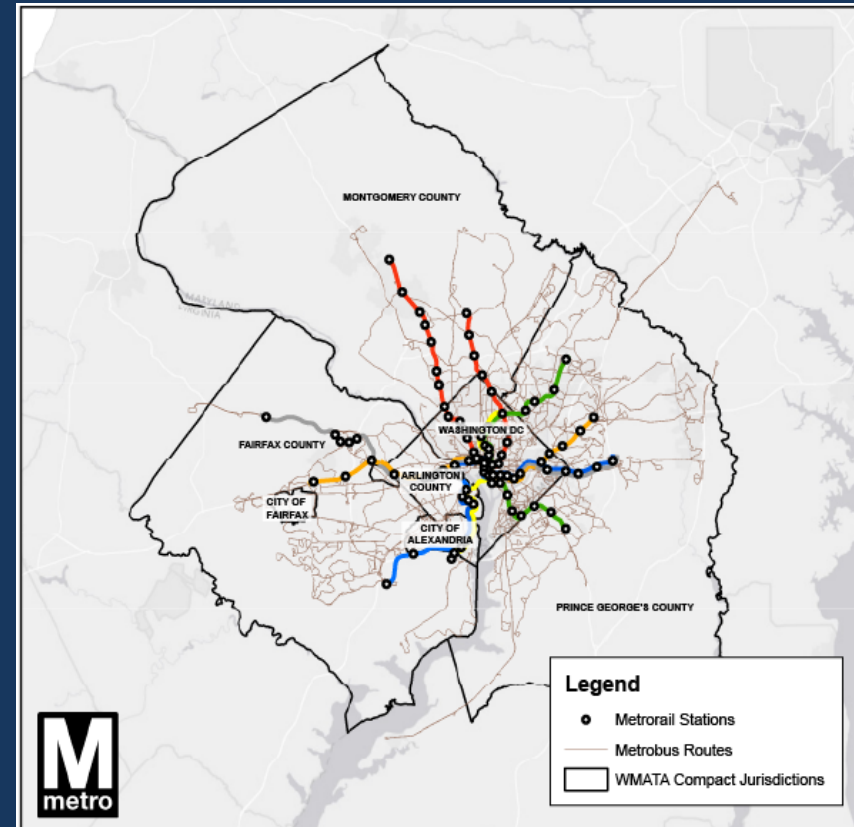
Presentation to the National Capital Region Transportation Planning Board

October 21, 2015



# Metro's Fall 2015 TPB Presentations

- **October:**
  - Metro Fundamentals
- **November:**
  - Capital Program
  - 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



2<sup>nd</sup> 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



6<sup>th</sup> 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



5<sup>th</sup> 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 50% of \$503 million in short-term debt (as of September 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%)



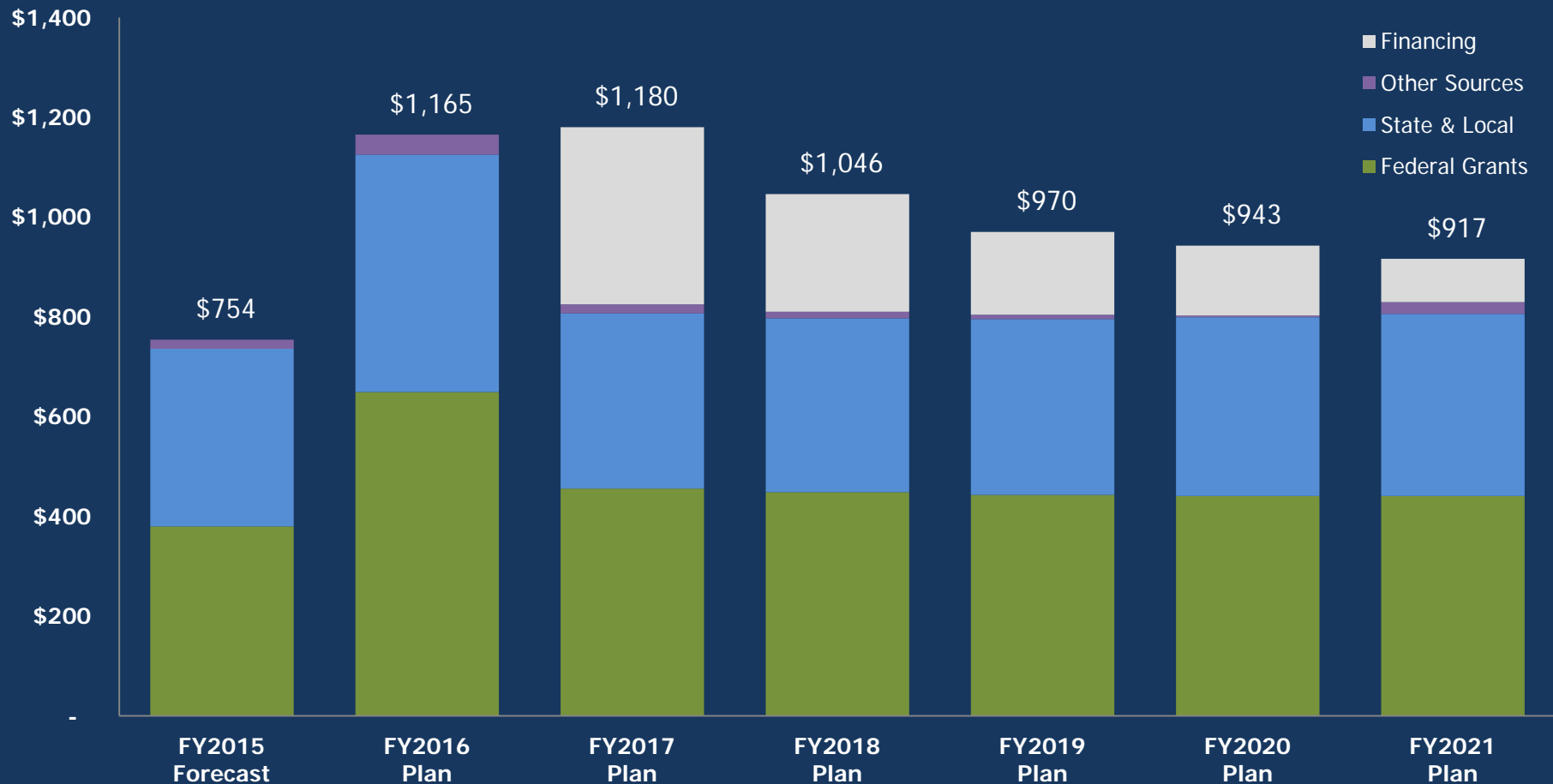
Operating:  
\$1.06 billion (58%)  
Capital:  
\$827 million (71%)



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 project
- 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 SGR
- Replacement buses and MetroAccess vehicles
- Cinder Bed and Andrews Federal Campus bus facilities
- Elevator/escalator rehab and replacement
- Station and platform rehab





# What Is Missing from the Capital Program?

- Capital Funding Agreement
- Station capacity improvements to improve flow at major core stations such as Union Station, Gallery Place, Metro Center, and Farragut West and North
- Bus fleet expansion
- Expansion to operate all eight-car trains
  - Heavy repair and overhaul facility and New Carrollton yard capacity improvements deferred
  - Purchase of rail cars
  - Complete traction power improvements
- Project development funds to advance new connections or junctions to increase reliability, flexibility, and capacity (e.g. Rosslyn bottleneck)



# Operations: Revenue and Cost Recovery



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

*figures in millions*



Operating Cost Recovery: 29%



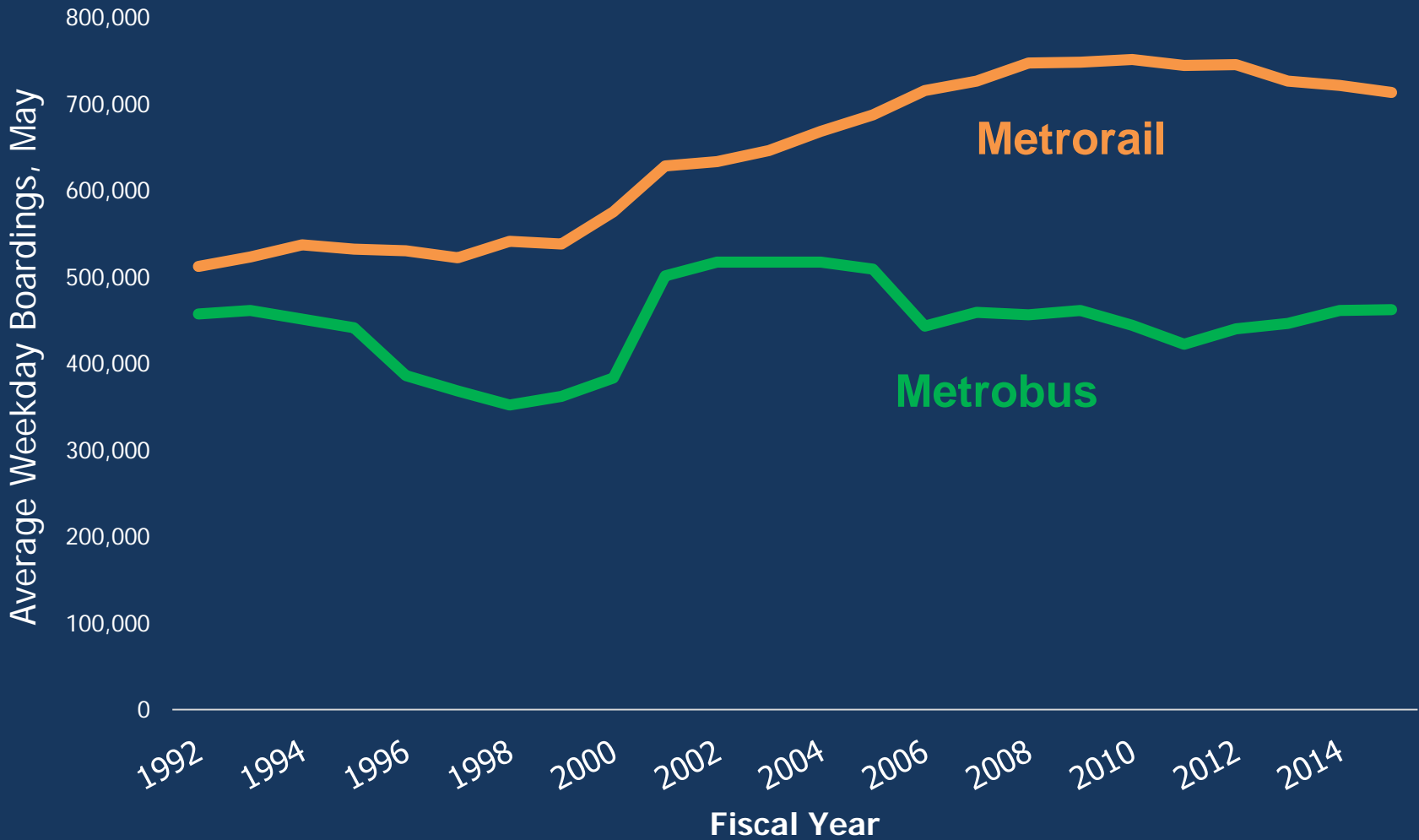
Operating Cost Recovery: 71%



Operating Cost Recovery: 7%

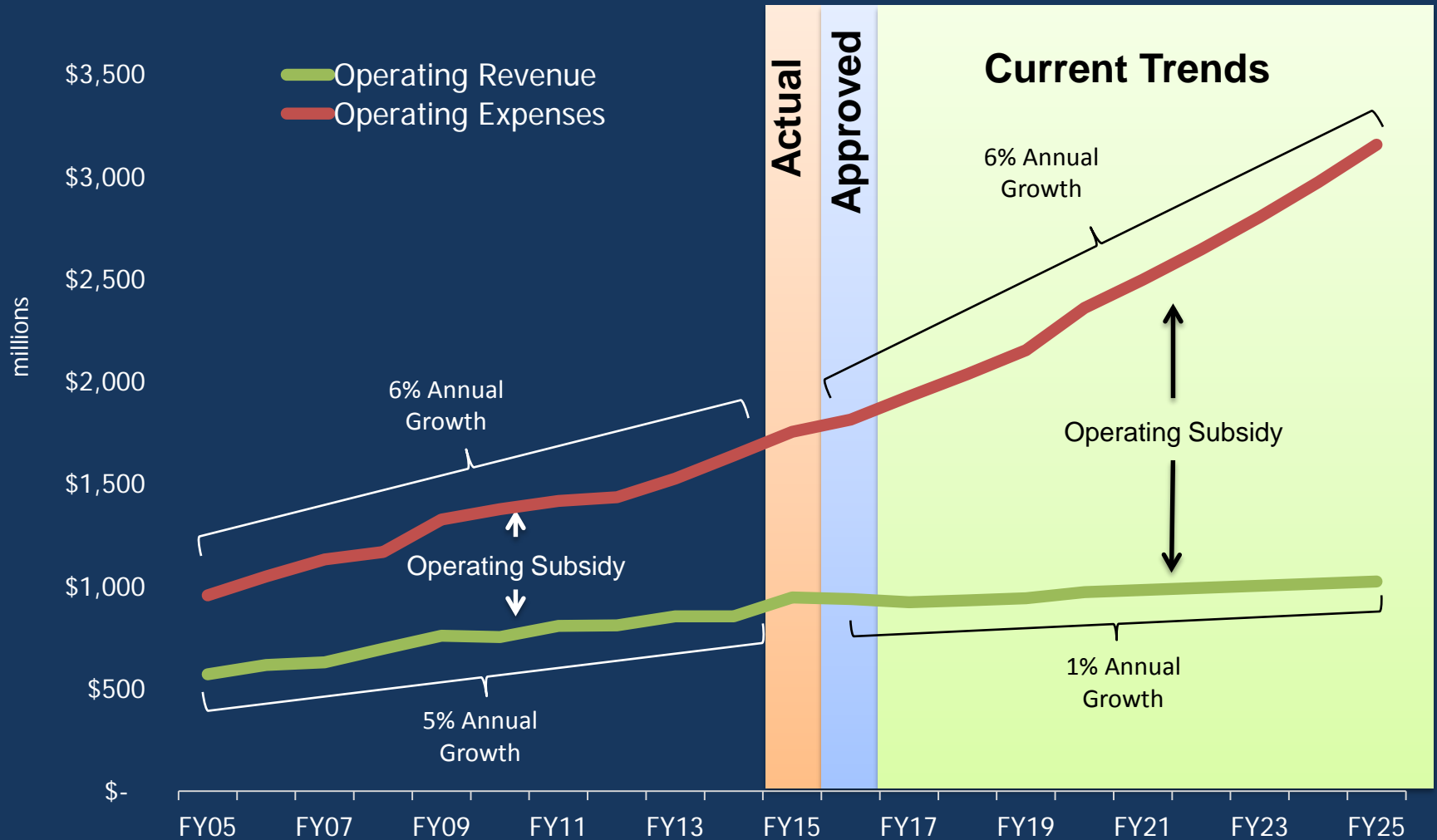


# Metrorail and Metrobus Ridership





# Operating Ten-Year Outlook





# What Is Missing from the Operating Budget?

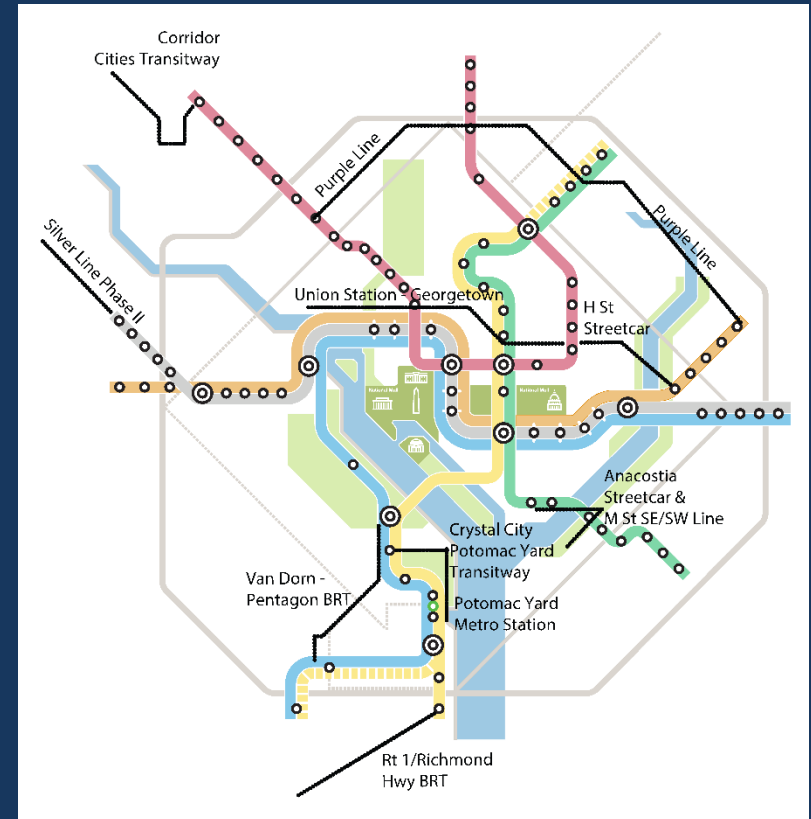
- Headcount to support expansion rail cars and buses
- Coordination with local jurisdictions to implement transit priority to speed up buses
- Studies for pocket tracks, junctions, new Potomac River crossings



Service Status		
<b>RD</b>	Red Line	On Time
<b>OR</b>	Orange Line	<b>Delay</b>
<b>SV</b>	Silver Line	<b>Delay</b>
<b>BL</b>	Blue Line	<b>Delay</b>
<b>YL</b>	Yellow Line	On Time
<b>GR</b>	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