

## **ITEM 9 – Information**

November 18, 2015

### Briefing on Metro Fundamentals

**Staff**

**Recommendation:** Receive briefing

**Issues:** None

**Background:** At the June 17 TPB meeting, board members discussed a desire to gain an understanding of what the Metro system's needs are now and for the future, what are the current issues, where does the region stand in meeting those needs, and how TPB can play a constructive role in supporting the Washington Metropolitan Area Transit Authority (WMATA). This will be the first of three presentations on WMATA. This first presentation will provide an overview of WMATA's service and ridership, governance, budget process and financial outlook





Washington Metropolitan Area Transit Authority

# Metro Fundamentals

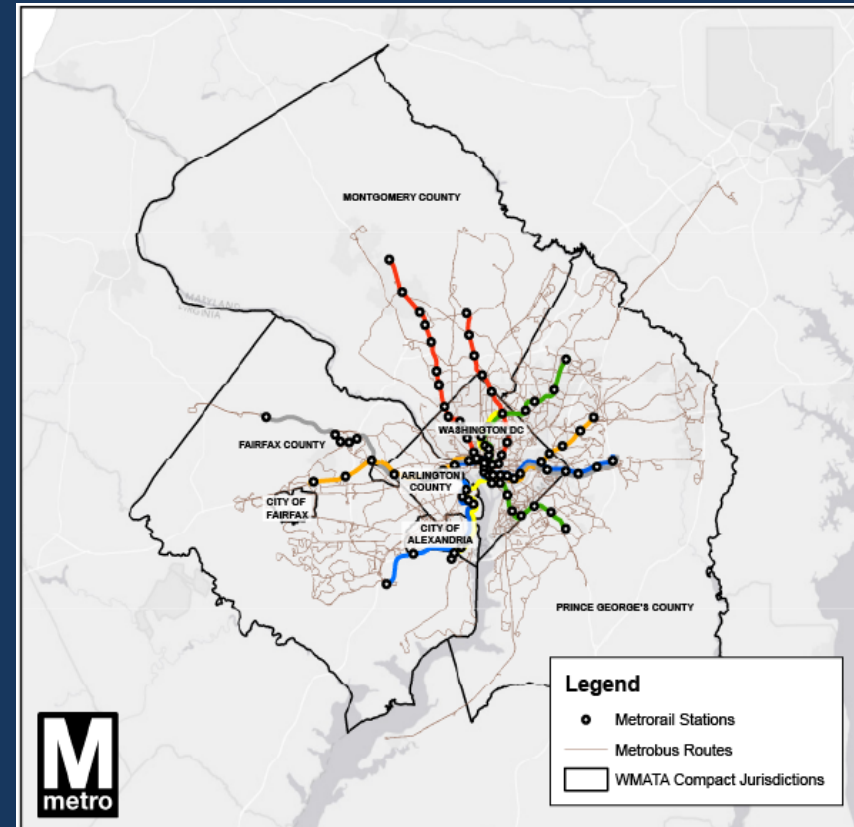
Presentation to the National Capital Region Transportation Planning Board

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



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 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%)

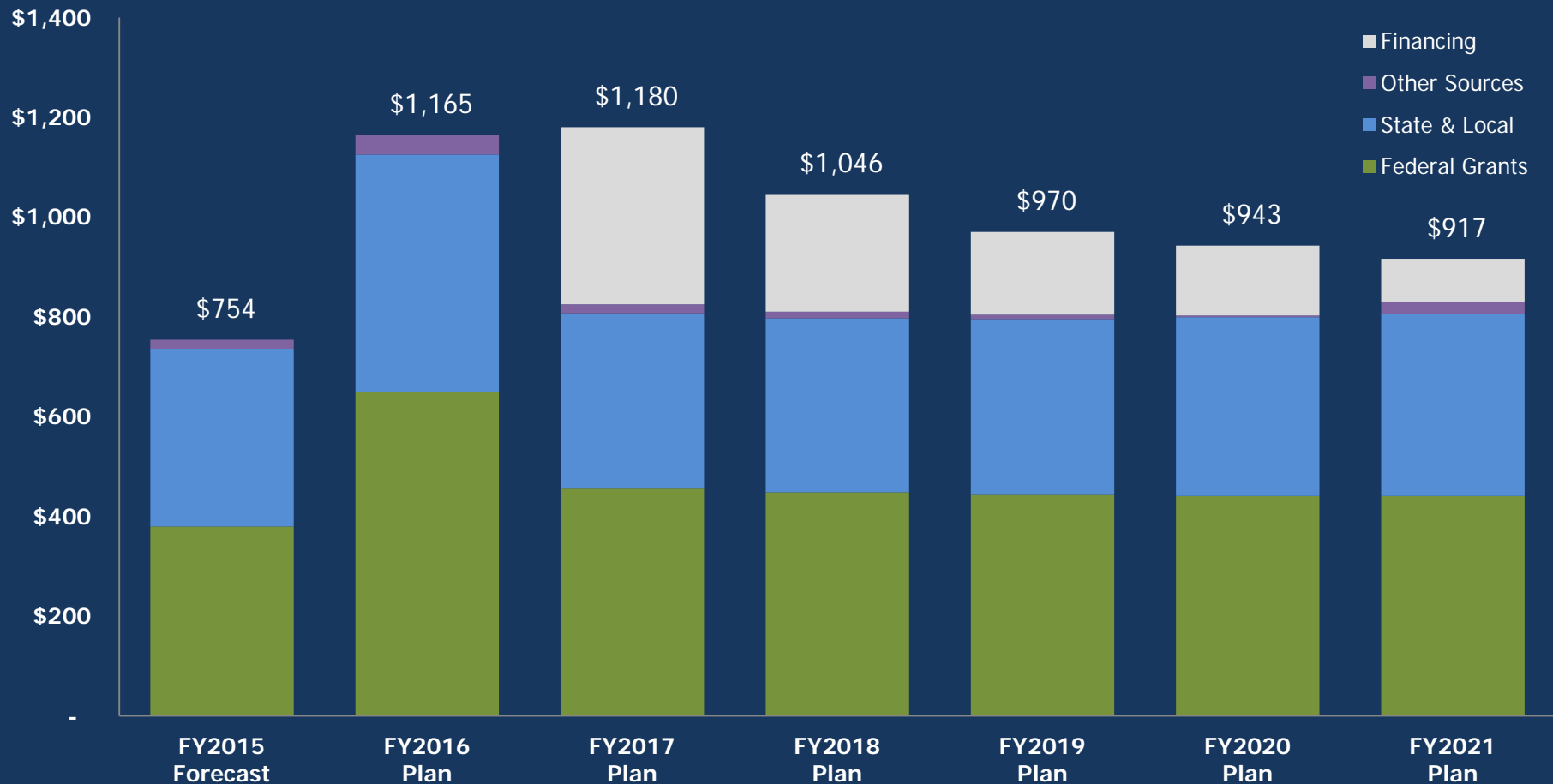


Operating:  
\$121 million (7%)  
Capital:  
\$11 million (1%)





# Planned Capital Investments FY2016-FY2021





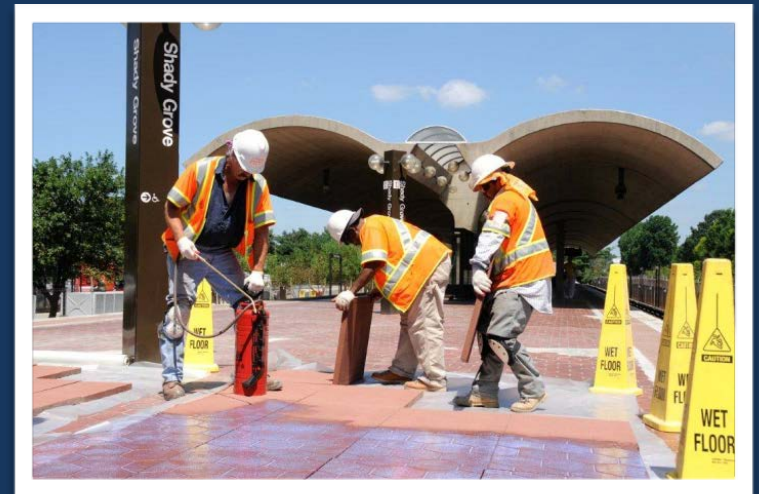
# Six-Year Capital Improvement Program (CIP) Focus: Safety and State of Good Repair (SGR)

- 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
<b>Operating Cost Recovery</b>	<b>52%</b>

*figures in millions*



Operating Cost Recovery: 29%



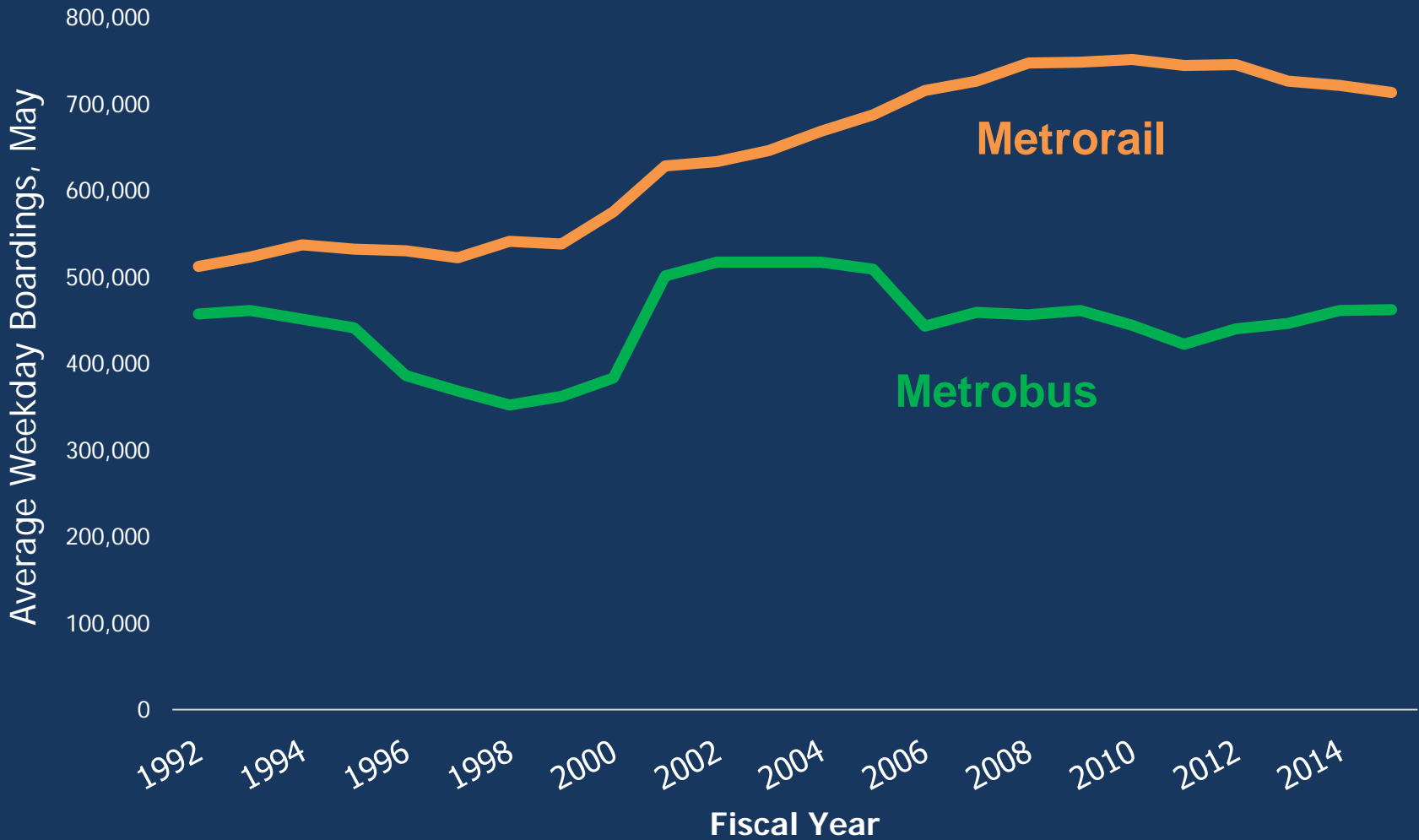
Operating Cost Recovery: 71%



Operating Cost Recovery: 7%



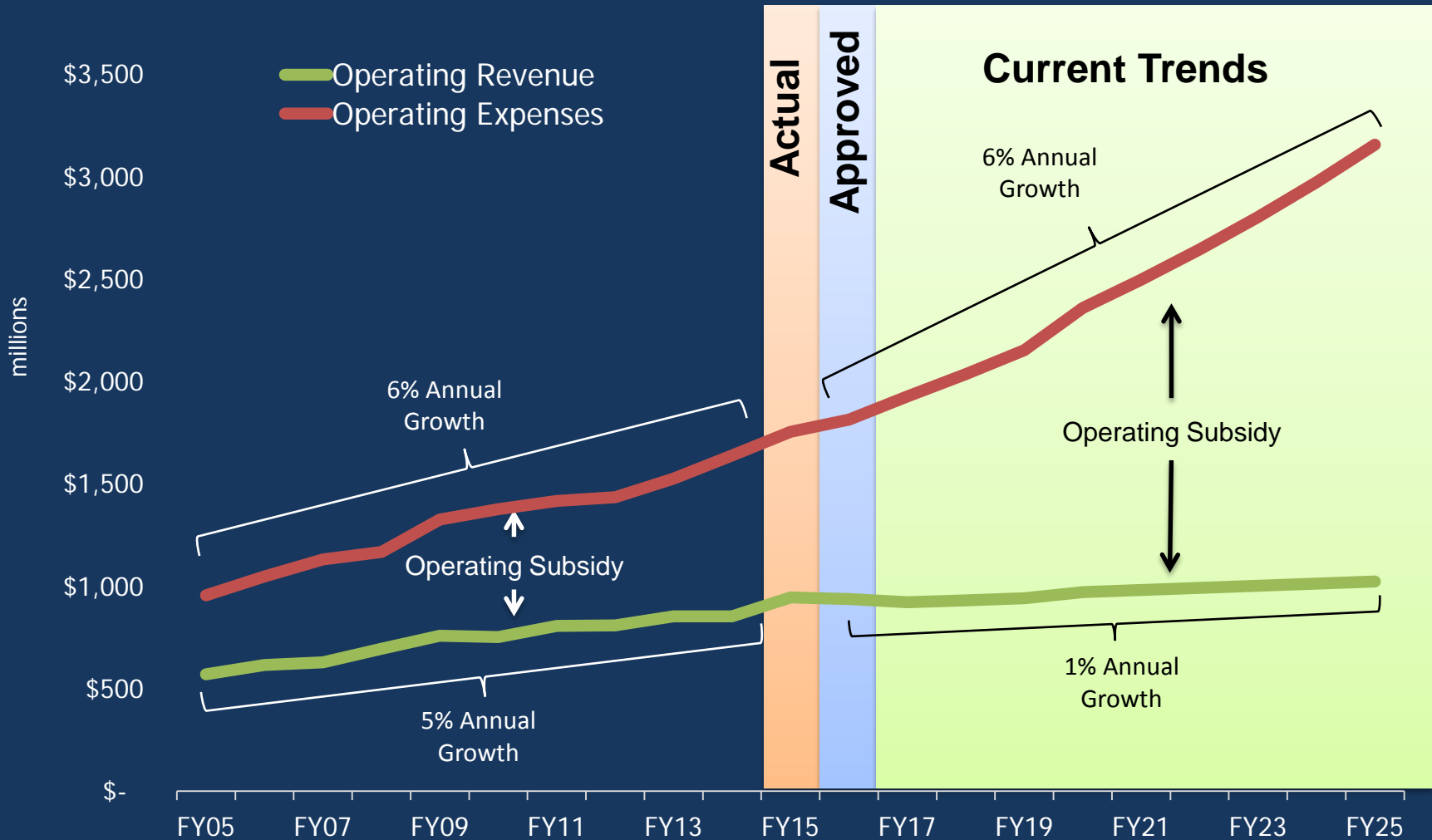
# Metrorail and Metrobus Ridership







# Operating Ten-Year Outlook











# What Is Missing from the Operating Budget?

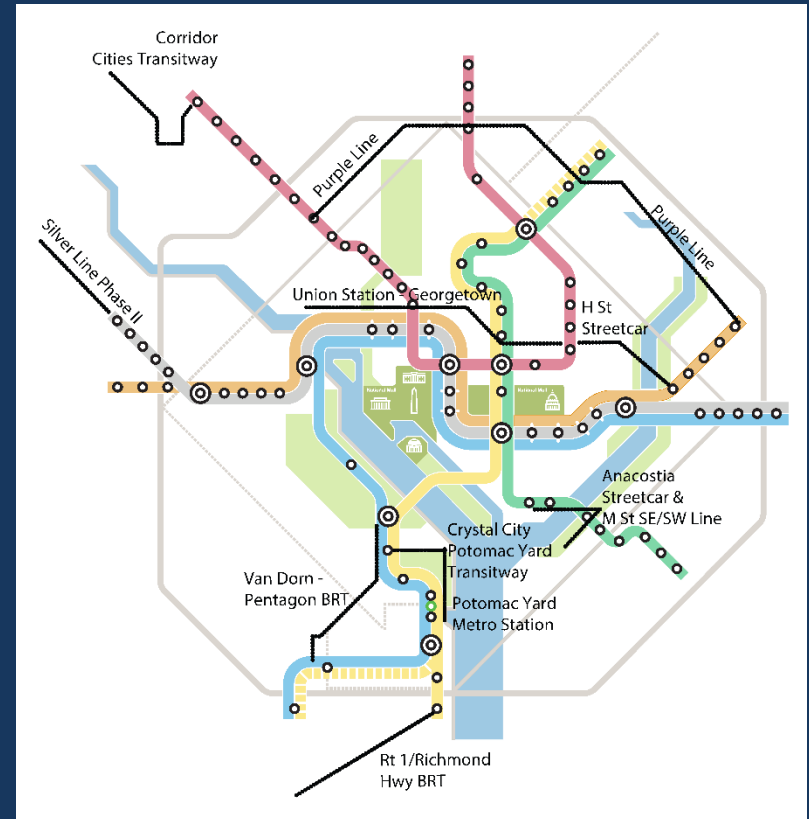
- Headcount to support expansion rail cars and buses
- Coordination with local jurisdictions to implement transit priority to speed up buses
- Studies for pocket tracks, junctions, new Potomac River crossings



Service Status		
	Red Line	On Time
	Orange Line	Delay
	Silver Line	Delay
	Blue Line	Delay
	Yellow Line	On Time
	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