

ITEM 11 - Information

October 21, 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 WMATA's needs are now and for the future, what are the current issues, where does the region stands in meeting those needs, and how TPB can play a constructive role in supporting WMATA. This will be the first of three monthly 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

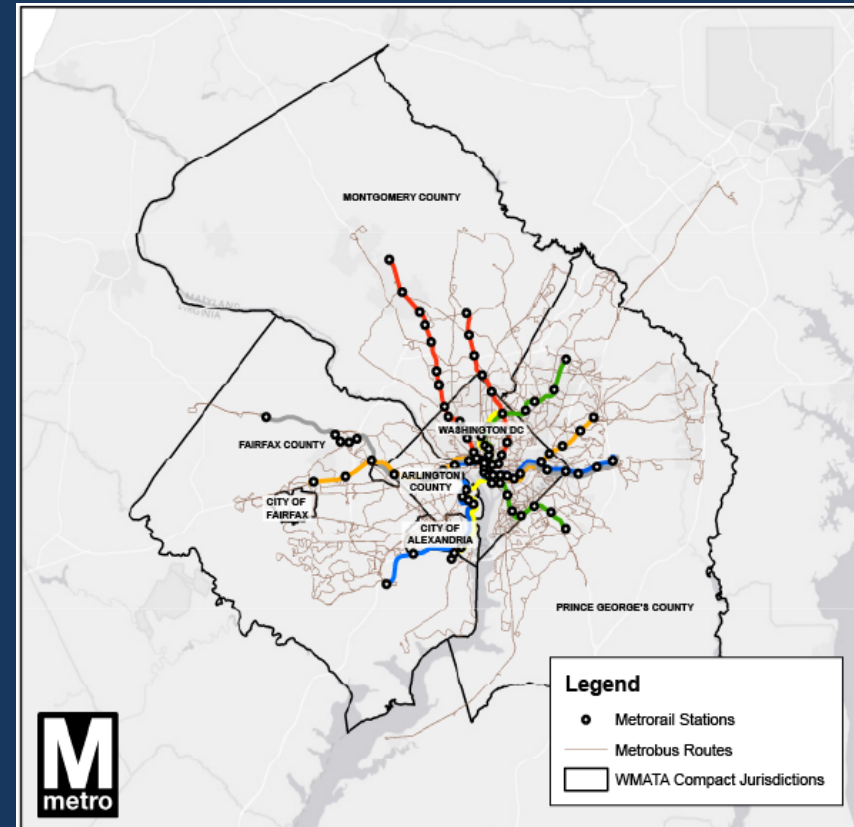
Presentation to the National Capital Region Transportation Planning Board

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



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 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%)



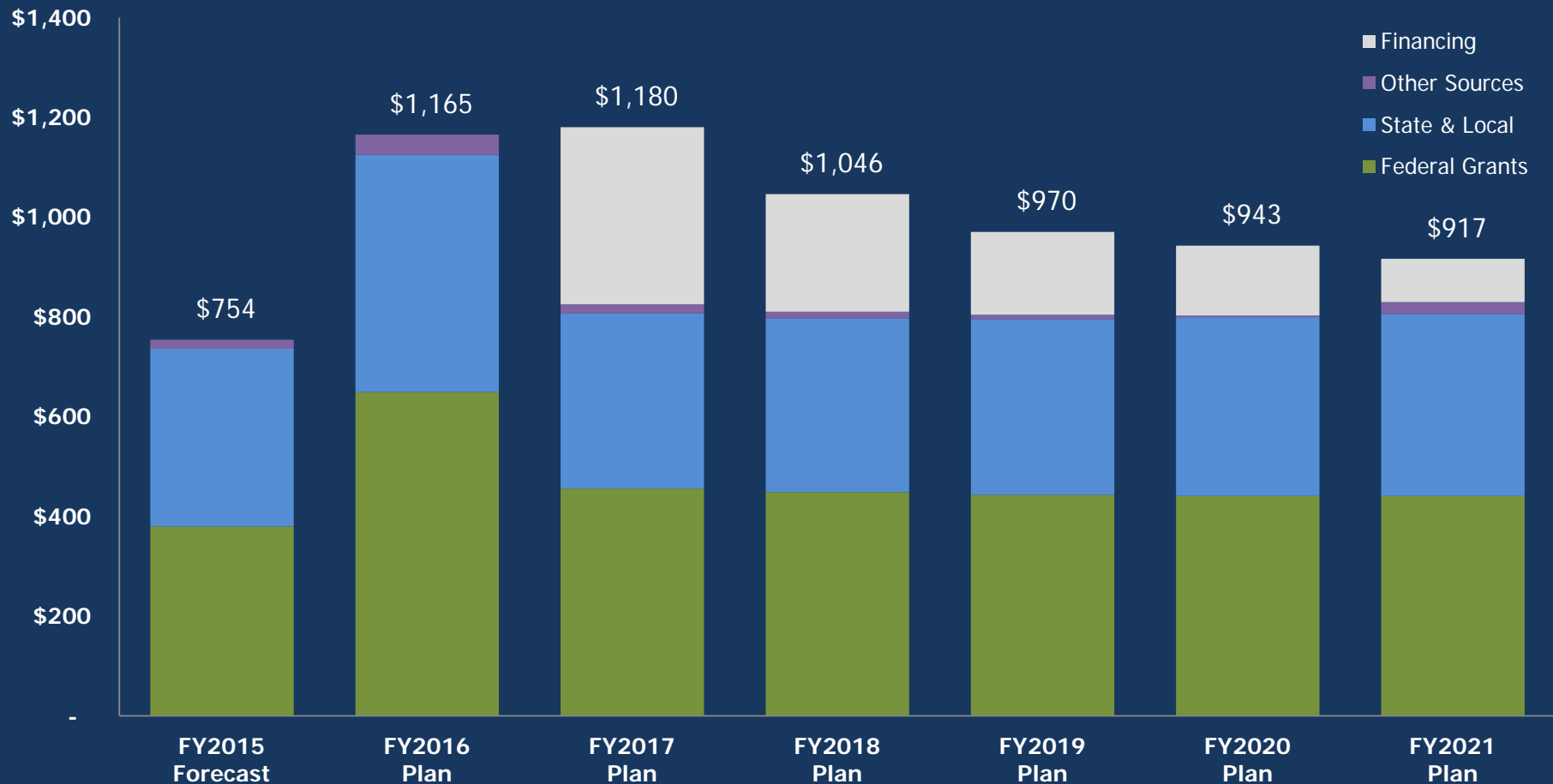
Operating:
\$1.06 billion (58%)
Capital:
\$827 million (71%)



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
Operating Cost Recovery	52%

figures in millions



Operating Cost Recovery: 29%



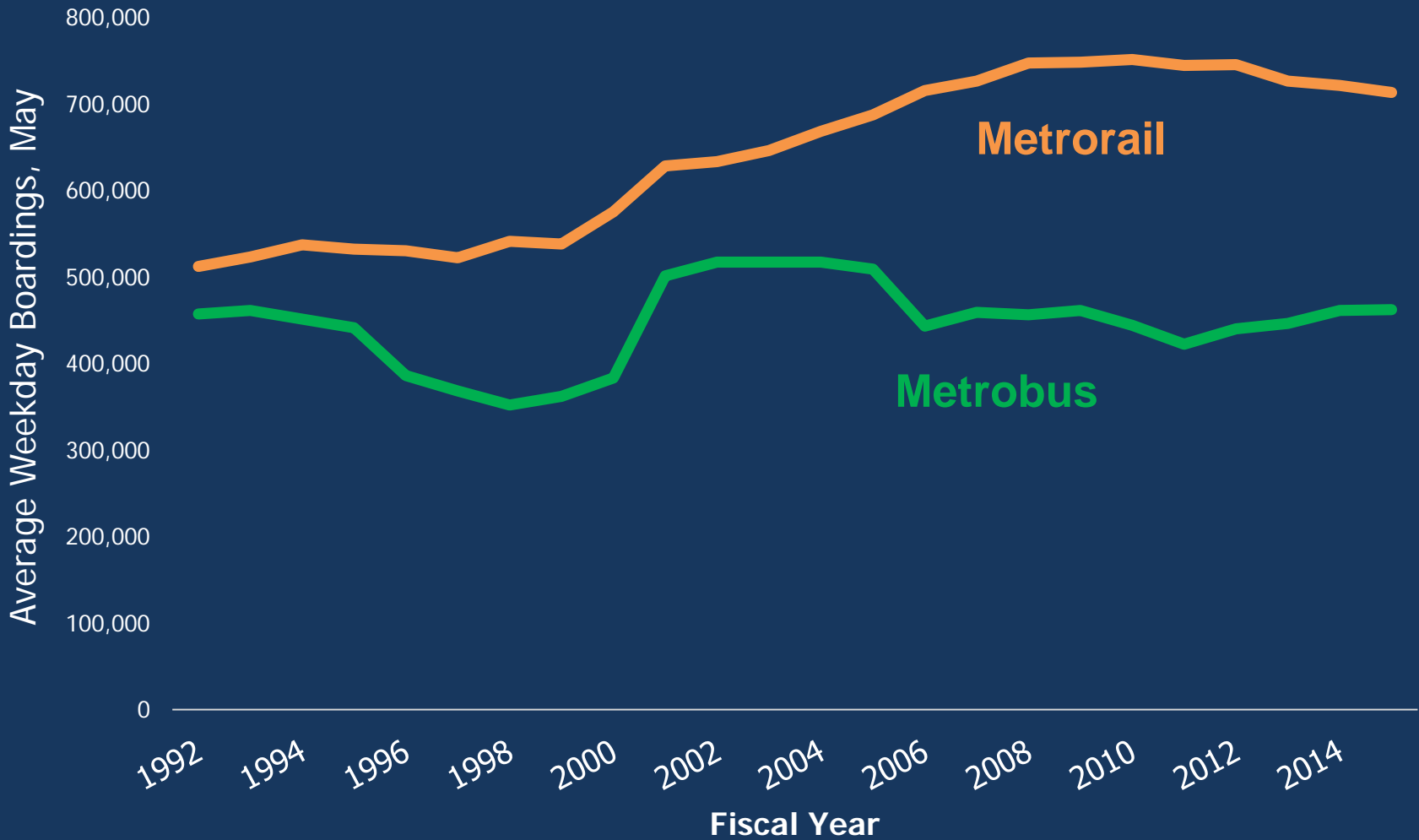
Operating Cost Recovery: 71%



Operating Cost Recovery: 7%

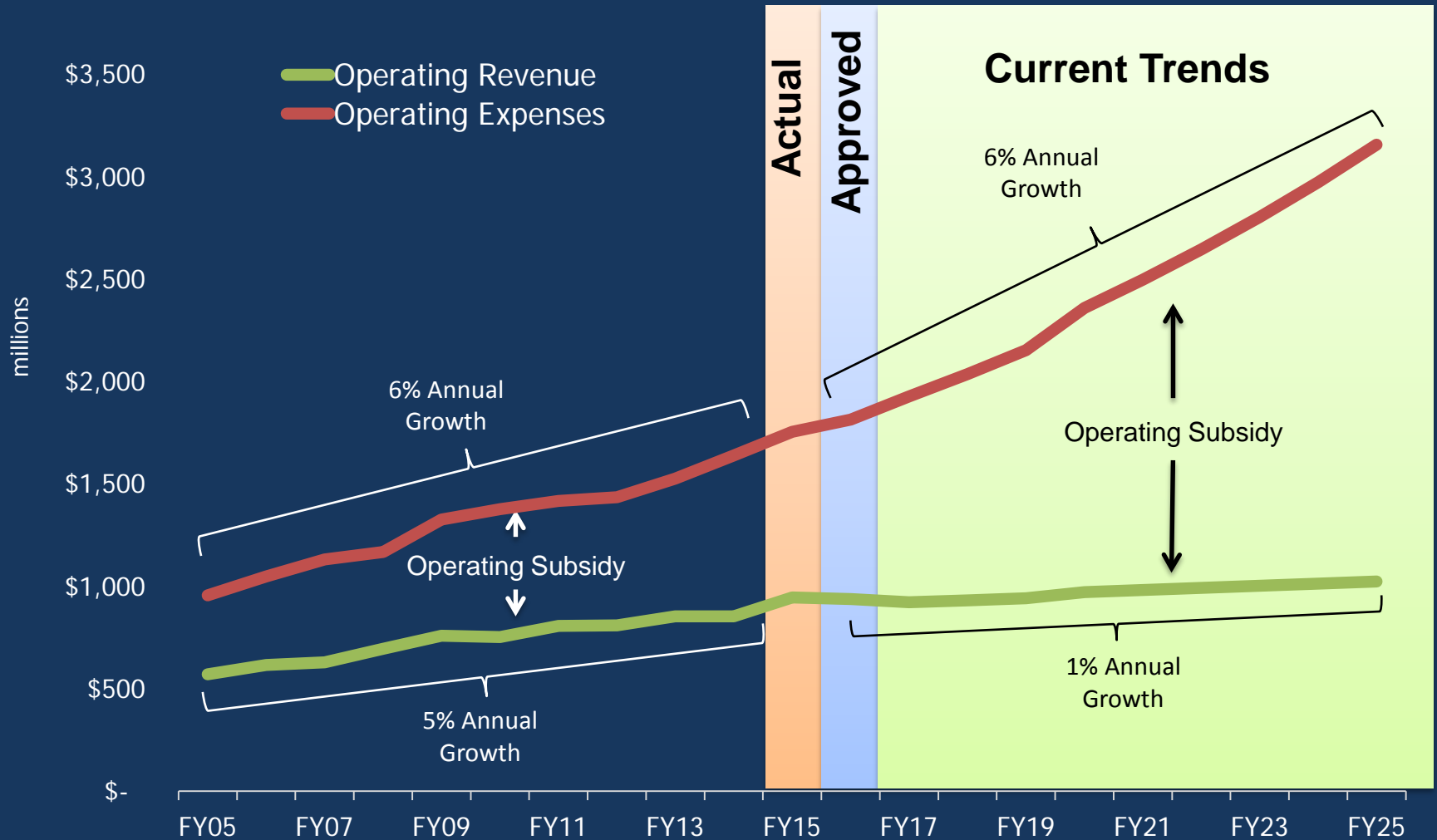


Metrorail and Metrobus Ridership





Operating Ten-Year Outlook











What Is Missing from the Operating Budget?

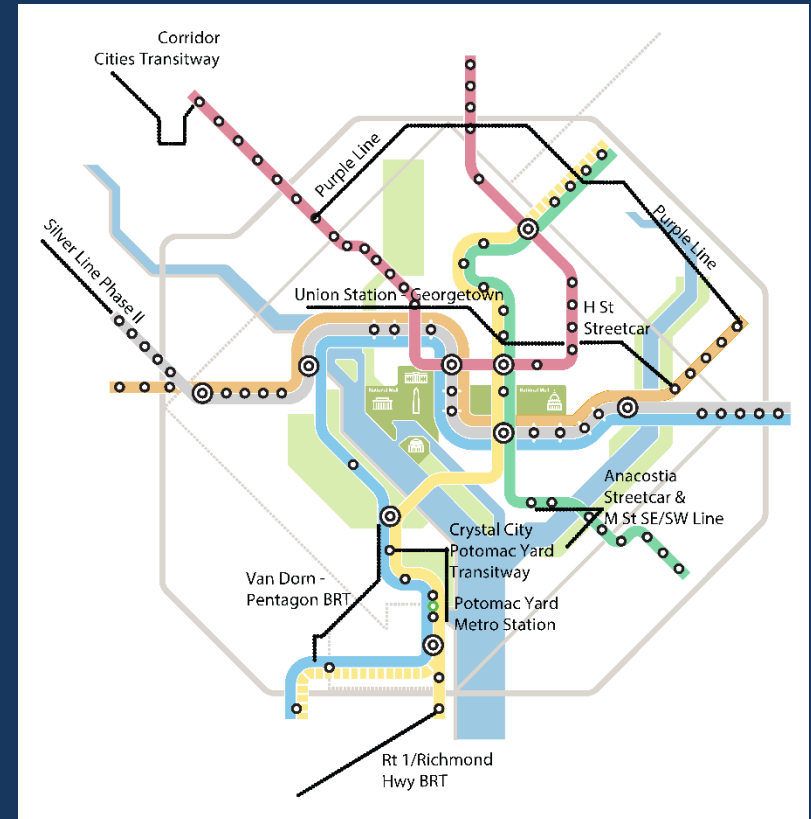
- Headcount to support expansion rail cars and buses
- Coordination with local jurisdictions to implement transit priority to speed up buses
- Studies for pocket tracks, junctions, new Potomac River crossings



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 \leftrightarrow expansion funds
- Lack of bus priority
- Transit oriented development + walkable communities = ridership



2015 CLRP Transit Projects