

The following items were handed out at  
the October 5, 2017 NVTC Meeting.

# BACK2GOOD



## SERVICE RELIABILITY

- **Customer offloads down nearly 40%** in first seven months of 2017, compared to the same period in 2016.
- **Rail customer on-time performance improved to 89%** for August 2017.
- **MyTripTime:** WMATA is the first transit property in the country to offer personalized travel time data for customers. Check it out by logging into your SmarTrip account at [smartrip.wmata.com](http://smartrip.wmata.com).



## RAIL & BUS FLEET

- **Railcar reliability up more than 50%** in first seven months of 2017, compared to the same period in 2016.
- **Cooler railcars:** Nearly 60% fewer HVAC issues reported in July 2017, compared with July 2016.
- **50 new 7000-series trains** (400 railcars) in service.
- **100 new Metrobuses** each year replace the oldest, least reliable buses in the fleet.



## FINANCIAL MANAGEMENT

- **Largest annual capital investment** – \$1.16 billion – recorded in Fiscal Year 2017.
- **Slashed more than \$100 million** in spending and ended Fiscal Year 2017 with a balanced budget.
- **Employee absenteeism down 10%** following policy changes.



## SAFETY & SECURITY

- **Major crime on Metro down 20% in the first seven months of 2017**, including pickpocket thefts down 50%, bicycle thefts down 26%, and snatch thefts down 14%.
- **Fire & smoke incidents down 20%** this year, including an **11% drop in arcing incidents**, due to aggressive rail infrastructure rebuilding and preventive maintenance programs.



## STATION IMPROVEMENTS

- **Escalators achieving 95% performance** for first seven months of the year, with 80 new and 153 fully rehabilitated escalators since 2011.

For more information visit [wmata.com/back2good](http://wmata.com/back2good)

Update Published: September 11, 2017

# Virginia gets more from Metro than it gives

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By Jeffrey C. McKay September 15

*Jeffrey C. McKay is chairman of the Northern Virginia Transportation Commission, a member of Virginia's Transit Capital Project Revenue Advisory Board and a Fairfax County supervisor.*

It's no secret that the presence of Metro and the Virginia Railway Express has fueled economic development in Northern Virginia, generating millions in property tax revenue for the counties and cities that subsidize these rail systems. What hasn't been understood until now is the economic value the two systems bring to Virginia.

The additional 85,000 households and 130,500 jobs that Metro and VRE make possible in Northern Virginia generate more than \$600 million each year in sales and income tax revenues that flow into the state's general fund.

A recent analysis by the Northern Virginia Transportation Commission shows that for every dollar the commonwealth invests in Metro and VRE, it receives about \$2.50. Most stock traders would jump at the prospect of such a return. While \$600 million represents just 3 percent to 4 percent of the state's general fund revenue, it is significant. That amount covers annual general fund expenditures for Virginia's state colleges and universities, about \$316 million, and state police, roughly \$266 million.

As the commonwealth grapples with its role in funding these two rail systems, it must recognize that it is not just Northern Virginia but also the entire state that reaps the benefits. Adequate funding of transit, and rail in particular, is essential but, historically in the commonwealth, not guaranteed. Revenue from Northern Virginia's 2.1 percent gas tax, much of which is earmarked for the Washington Metropolitan Area Transit Authority, is anything but stable. Over the past three years, as fuel prices plummeted and revenue dropped, state lawmakers refused a simple fix to stem the loss. Further exacerbating the funding equation is the expiration of state transportation bonds. Starting in fiscal 2019, the amount available to fund transit maintenance and improvements will drop by more than 40 percent.

Closing that gap is the job of the General Assembly, which recently received a report from an appointed panel, of which I am a member, providing options for shoring up transit funding in Virginia. Legislators must go further, however, as Metro needs more than \$15 billion over the next 10 years and VRE requires at least \$2.1 billion over five years to ensure the safety of their passengers and reliability of their service. Identifying and securing dedicated funding for these rail systems is an imperative. Failure to do so could kill the goose that lays the golden egg.

Metrorail and VRE, the backbone of our transit network, moving more than 290,000 people on an average weekday in Northern Virginia . But these rail systems do more than provide transportation. They provide workers access to jobs and businesses access to employees and customers, all of whom pay taxes, be they income or sales.

The costs associated with world-class rail service are undeniably high, but so is the return. Lack of investment in Metro and VRE puts more than the commonwealth's finances at risk. It risks frustrating commuters, alienating tourists, tarnishing our business-friendly reputation and diminishing our quality of life. While Metro and VRE may operate in Northern Virginia, they benefit the entire state. It is time for Virginia's legislators to come together and find sufficient and permanent revenue that can be dedicated to transit. So much is riding on it.

### **Read more about this week:**

[The Post's View: The District's death wish for Metro](#)

[Jackie Jeter: It's time for Metro to get real and adopt these bold reforms](#)

[The Post's View: The best solution to Metro's financial problems is crystal clear](#)

[Aubrey Layne: Building Virginia's transportation future through bipartisanship](#)

[Stuart M. Whitaker: Let's avoid another transportation mistake](#)

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From the Washington Business Journal:

<https://www.bizjournals.com/washington/news/2017/09/21/viewpoint-transit-is-an-investment-worth-every.html>

Guest Comment

## Viewpoint: Transit is an investment worth every penny

🔑 SUBSCRIBER CONTENT:

Sep 21, 2017, 4:01pm EDT

Imagine being guaranteed a 250 percent annual return on an investment. Who could resist? After all, only four of the more than 3,000 Nasdaq stocks outperformed that number last year.

Now imagine your tax dollars providing that kind of return on investment. It may seem impossible, but a new study by the Northern Virginia Transportation Commission (NVTDC) demonstrates that for every dollar the commonwealth of Virginia spends on Metrorail and the Virginia Railway Express, taxpayers earn more than \$2.50 in state revenue.

Metrorail and VRE move more than 290,000 people each day in Northern Virginia. With a safer, more reliable Metrorail system and a boom in high-density commercial and residential development clustered around Metro and VRE stations, that number is bound to grow. This development, in addition to other economic activity driven by public transit, brings significant revenue to the commonwealth that funds priorities like infrastructure, schools and parks.

NVTDC's analysis shows that the additional 85,000 households and 130,500 jobs that Metrorail and VRE make possible generate over \$600 million each year in sales and income tax revenues, or just over 3 percent of the commonwealth's general fund contributions in fiscal year 2016.

If you back out Virginia's annual investment in Metrorail and VRE, that equates to a \$370 million "profit" to taxpayers annually. What does this mean in real world terms for Virginia? The \$370 million profit easily pays for Virginia's annual general fund spending on its exceptional colleges and universities (\$316 million) or the state police we rely on to keep our communities safe (\$266 million).

The benefit is not just to the state budget, however. The region's business community has a long history of supporting investments in transportation infrastructure because it is crucial to attracting a world-class workforce. More than 300,000 jobs in our region are located within a half-mile walk of a Metro station, and that number is expected to grow as commercial and residential development aligns with transit.



NVTC's study drives home the importance of adequate transit funding in Virginia — funding that is anything but a given. While local jurisdictions subsidize both Metrorail and VRE, the state budget provides significant support. Without action in Richmond this year, the amount available to fund transit maintenance and improvements will drop by more than 40 percent.

It's up to the General Assembly to plug our transit funding hole when it convenes in January. At its disposal is a report by a legislatively mandated panel that puts forward several packages to close the gap. But closing the gap is not enough. Metro's general manager has indicated that along with operational and structural reform, his transit agency needs \$15.5 billion over the next 10 years to ensure passenger safety and service reliability. VRE's capital needs over the next five years will require at least \$2.1 billion, the bulk of which currently is unfunded. It is incumbent on our state leaders to find a steady and reliable source of revenues that will support transit funding.

There is no denying that the costs associated with maintaining and enhancing rail service are high, but the costs associated with a lack of investment are even higher. The benefits of our transit network extend far beyond the region. Transit attracts business, tourists and new residents that infuse Virginia's economy. The future of our region as a premier destination to live, work and play is dependent on our ability to get the transportation equation right and that starts with addressing our Metro and transit funding challenges head on. If we do, Virginia will reap the dividends.

## Save the Date!

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***Monday, December 4, 2017 from 9:30-11 a.m.  
Hilton Springfield, 6550 Loisdale Road, Springfield, VA***

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Join NVTC & PRTC Commissioners for an overview of federal and state issues affecting transit in Northern Virginia

**Featuring speakers from the Commonwealth of Virginia  
and regional transit providers**



**Join Virginia's WMATA Board Members  
for a Discussion of the Challenges & Opportunities in**

## Getting Metro Back on Track

*Forum is open to the public and accessible via Metrorail*

**Thursday, November 16, 2017 at 7 p.m.**

**Navy League Building  
2300 Wilson Boulevard  
Arlington, VA**

*This forum, which includes a presentation and question/answer session, is sponsored by the Northern Virginia Transportation Commission. Learn more about NVTC and the upcoming forum at [www.novatransit.org](http://www.novatransit.org).*





# DC2RVA Study Update

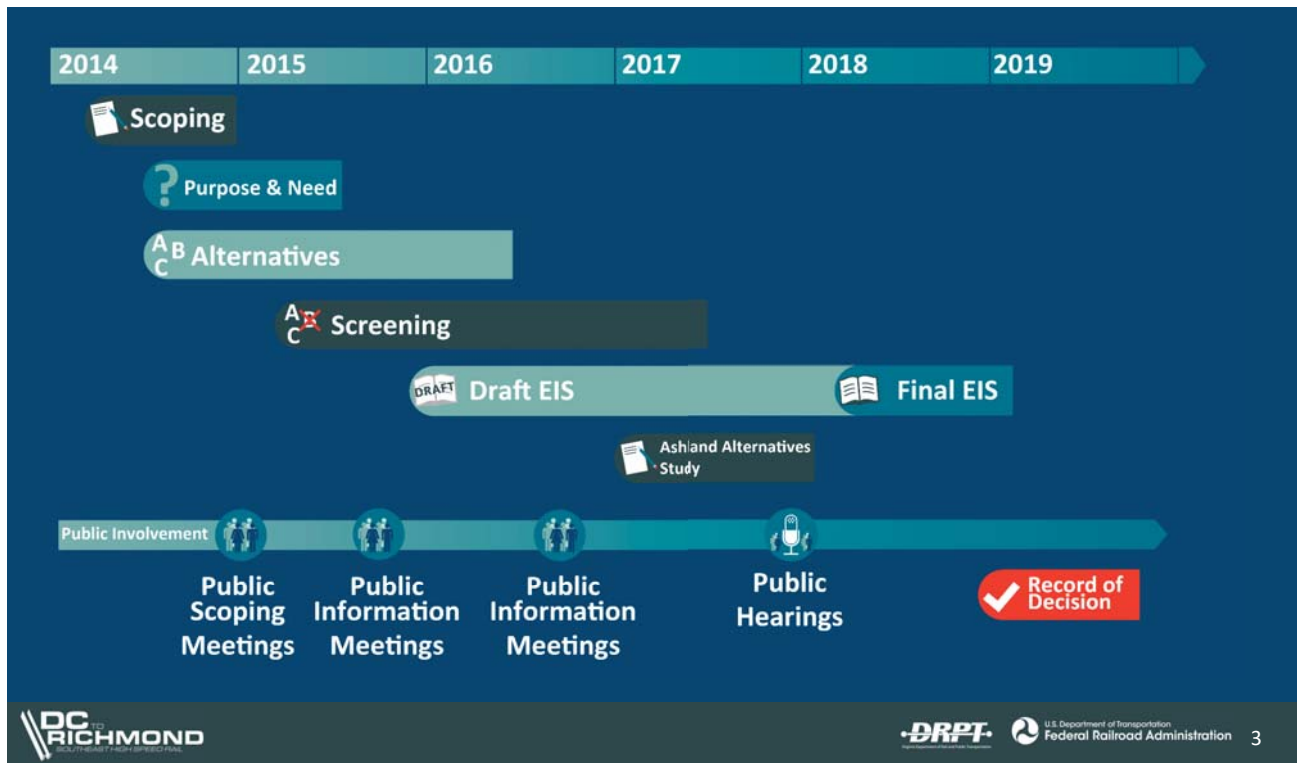
Northern Virginia Transportation Commission  
October 5, 2017

## Agenda

- Tier II EIS Schedule
- DRPT Recommended Alternatives
- Next Steps
- Other Corridor Projects



# EIS Project Schedule



# DC2RVA Purpose & Need



# Alternatives Review



## DRPT Recommendations for DC2RVA

- Must have additional track capacity to support passenger, commuter, and freight growth on the corridor
- Northern Virginia is most congested area, needs to be implementation priority
- Expanding capacity on the Long Bridge across the Potomac River is critical



## Area 1: Arlington (~1 mile)

**DRPT Recommendation:**  
**Add Two Tracks Within Existing Right-of-Way consistent with Long Bridge Study Recommendation (\$36-\$47 Million)**

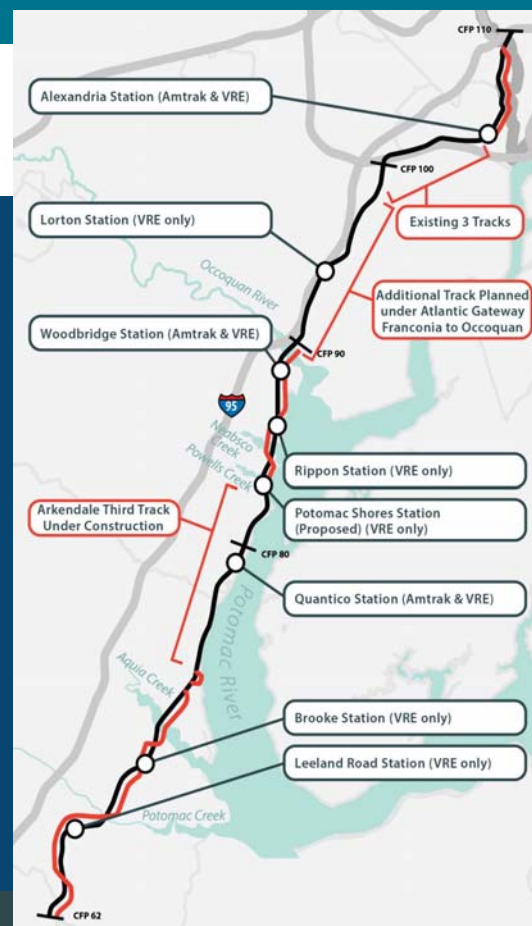
- 1A. Add two tracks east
- 1B. Add two tracks west
- 1C. Add one track west and one track east
- Final decision tied to DDOT Long Bridge EIS Recommendation



## Area 2: Northern VA (47 miles)

**DRPT Recommendation:**  
**Add Fourth Track Crystal City to Alexandria; Add Third Track Alexandria to Fredericksburg within Existing Right-of-Way (\$1.7 Billion)**

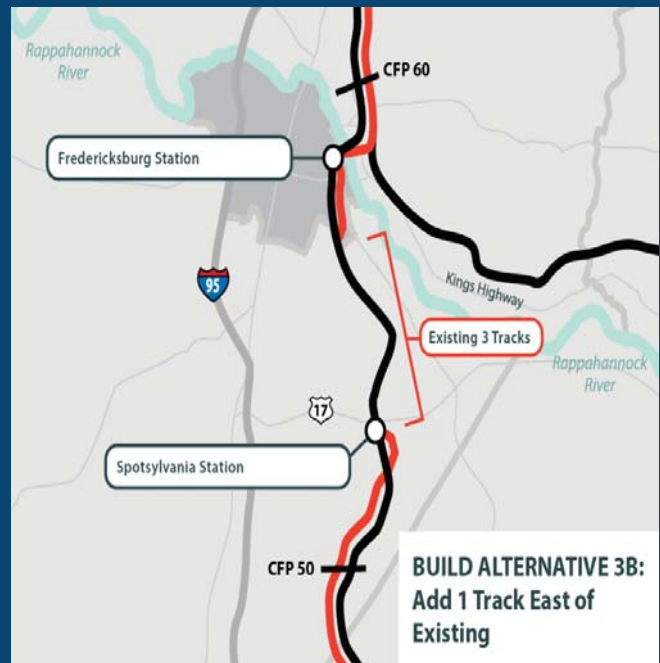
- Major water crossings at Occoquan, Neabsco, Powells, and Aquia (New bridges parallel to existing rail bridges)
- 8 miles of 3rd track from Franconia to Occoquan- environmental clearance through separate categorical exclusion (CE)



## Area 3: Fredericksburg (14 miles)

**DRPT Recommendation:**  
**Add Third Track through City of Fredericksburg on Existing Right-of-Way (\$507 Million)**

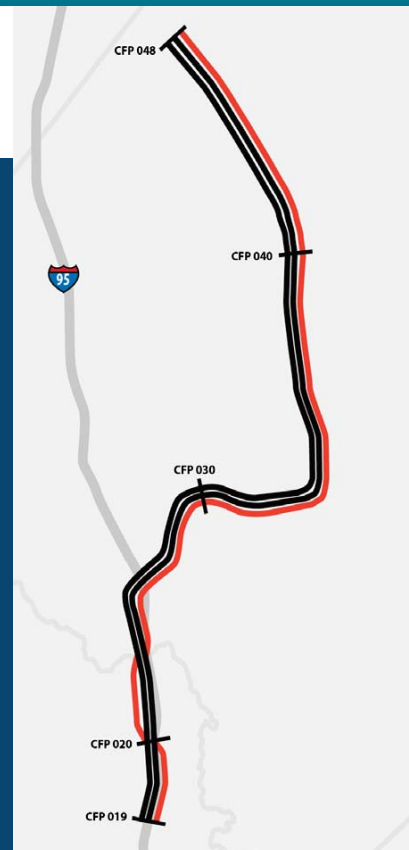
- Major water crossing at Rappahannock River (New bridge parallel to existing rail bridge)



## Area 4: Central VA (29 miles)

**DRPT Recommendation:**  
**Add Third Track in Existing Right-of-Way, Spotsylvania to Doswell (\$643 Million)**

- Multiple small waterway crossings, wetlands



# DRPT's Prioritized Recommendation Summary

Area in Order of Construction Priority	Recommendation	Approximate Comparative Cost (millions 2025 \$)
Northern Virginia	Additional third or fourth track	\$1,653
Arlington	Three options depending on Long Bridge	\$36 to \$47
Fredericksburg	Additional third track through City	\$507
Richmond	Main Street Station and Staples Mill Road Station – Full Service via S-Line	\$1,483
Central Virginia	Additional third track	\$643
Ashland	TBD- with input from Ashland/Hanover CAC	TBD

## DC2RVA Project – Next Steps

- Draft EIS 60-day public comment period September 8, 2017 to November 7, 2017
- Northern Virginia Public Hearings

Alexandria, October 17, 2017 Open house: 7-10 p.m. Public hearing: 7:30 p.m. Hilton Alexandria Old Town 1767 King St. Alexandria, VA 22314	Fredericksburg, October 18, 2017 Open house: 7-10 p.m. Public hearing: 7:30 p.m. James Monroe High School 2300 Washington Ave. Fredericksburg, VA 22401	Quantico, October 19, 2017 Open house: 7-10 p.m. Public hearing: 7:30 p.m. National Museum of the Marine Corps 18900 Jefferson Davis Hwy. Triangle, VA 22172
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- CTB decision on Preferred Alternative
- Preliminary Engineering on Preferred Alternative
- Final EIS and ROD

## Other Corridor Projects

- Atlantic Gateway Rail Components
  - 8 miles of 3rd track from Franconia to Occoquan-environmental clearance through a categorical exclusion (CE)
  - 6 miles of 4th track RO to AF in Arlington/Alexandria-environmental clearance through DC2RVA
- DDOT Long Bridge Project
  - Level 2 screening results October 2017
  - Draft EIS late 2018, Final EIS/ROD 2019
- Arkendale to Powell's Creek 3<sup>rd</sup> Track
  - Quantico Station improvements
  - Anticipate completion in 2020





League of Women Voters  
of the National Capital Area &



Coalition for Smarter Growth  
DC • MD • VA

**Present:**

## **A METRO FORUM**



# ***Fund It - Fix It!***

## **CALL TO ACTION**

**Learn more about Metro**

**Join with others!**

**Be part of the solution!**

**Moderator: Martin Di Caro, WAMU**

**Panel:**

- Allison Davis, Director of Strategic Planning, WMATA
- Kate Mattice, Executive Director, Northern Virginia Transportation Commission
- Chuck Bean, Executive Director, Metropolitan Washington Council of Governments

**Saturday, October 7, 2017 - 9:30 am to 2:00 pm**

**NRECA – National Rural Electric Cooperative Association**

**4301 Wilson Blvd, Arlington, Virginia 22203**

**Free garage parking – enter N Taylor Street**

**Ballston/MU Metro station – 3 blocks away**

Register at <https://www.eventbrite.com/e/metro-fund-it-fix-it-a-call-to-action-tickets-36901682927>





**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

# **NVTC Analysis of Virginia Metrorail Ridership: Highlights**

Nobuhiko Daito, NVTC Program Analyst  
October 2017

# NVTC Analysis of Virginia Metrorail Ridership: Highlights



- ✓ WMATA conducted a Metrorail Ridership Survey in early 2016. They are conducted periodically for planning, operational, and funding purposes.
- ✓ The survey asked riders questions, such as location of residence, trip destinations, how they accessed the station, and their demographics, e.g., household income levels.
- ✓ NVTC staff conducted an analysis of the survey data from a Virginia perspective. This report summarizes our findings.
- ✓ The data is from prior to SafeTrack.

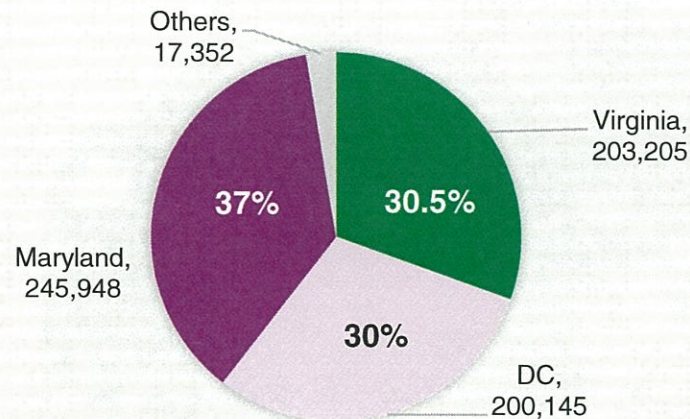


# NVTC Analysis of Virginia Metrorail Ridership: Highlights



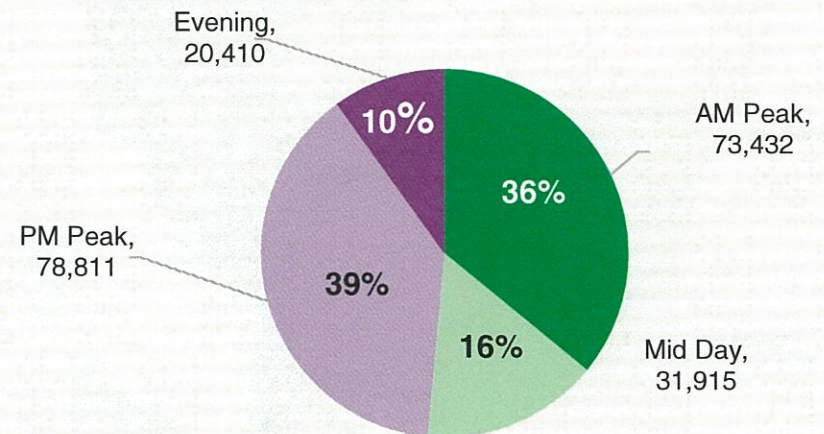
- ✓ For riders from inside and outside of the region, Virginia riders comprise approximately 30 to 31 percent of average weekday trips.
- ✓ Seventy-four percent of trips by Virginia riders occur in the AM and PM peaks.

Figure 9: Average Weekday Ridership by Location of Residence



Source: WMATA 2016 Metrorail Passenger Survey

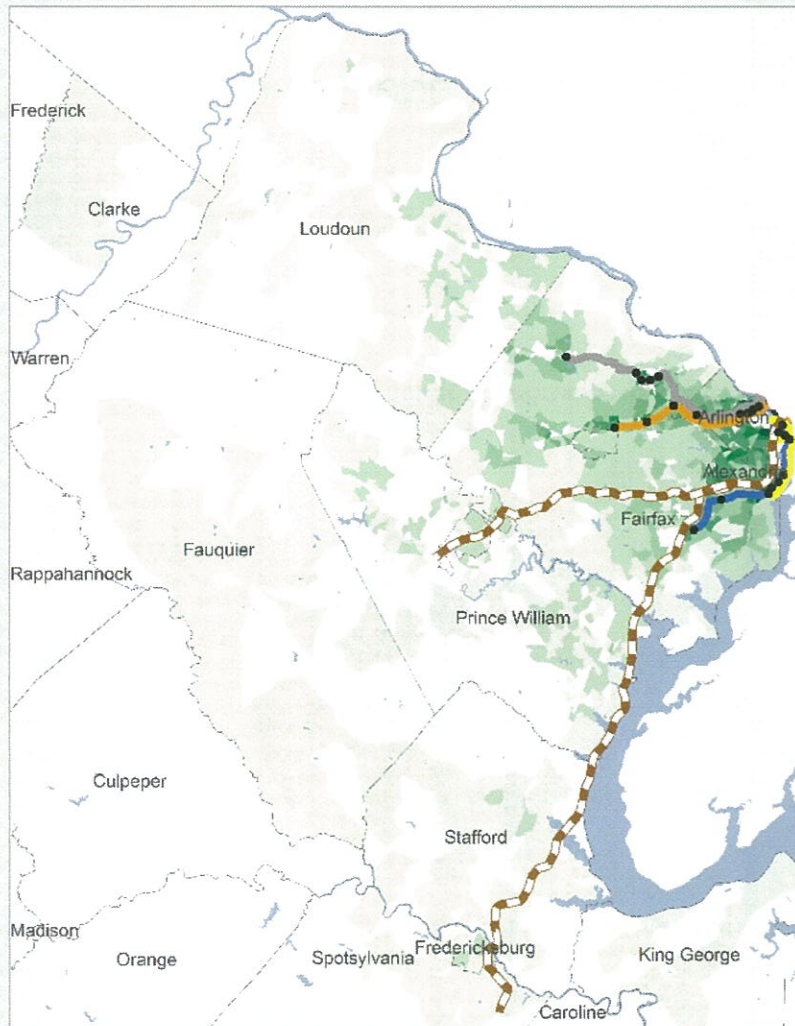
Figure 10: Average Weekday Ridership for Virginia Riders by Time Period



Source: WMATA 2016 Metrorail Passenger Survey



# NVTC Analysis of Virginia Metrorail Ridership: Highlights

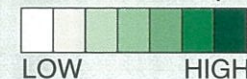


Source: WMATA 2016 Metrorail Passenger Survey  
Note: Ridership is shown weighted by population by Traffic Analysis Zone.

- ✓ Virginia Metrorail riders live across Northern Virginia. More than 90 percent of Virginia riders live in NVTC jurisdictions.
- ✓ Approximately a third of Virginia riders live within a half mile of a Metrorail station.



Metrorail Riders per Square Mile



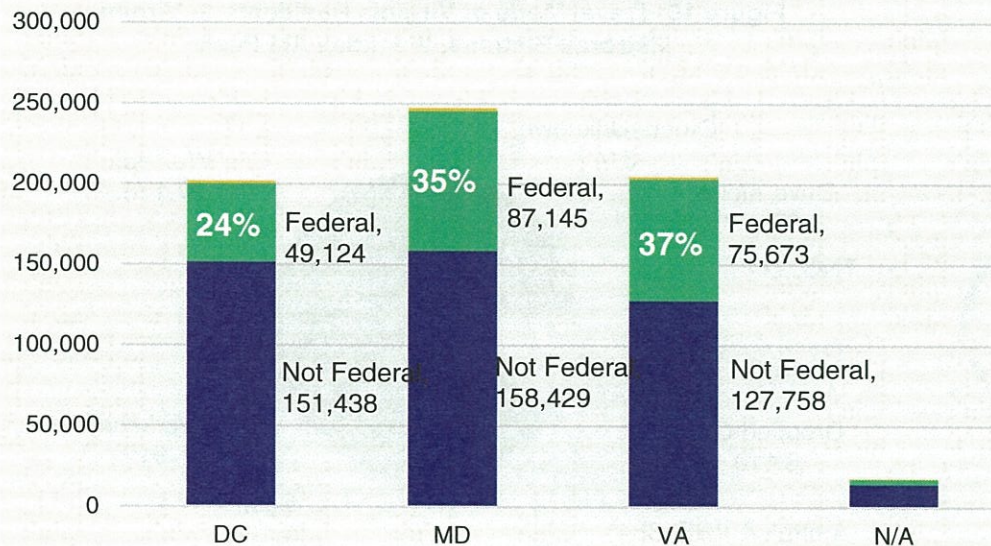


# NVTC Analysis of Virginia Metrorail Ridership: Highlights



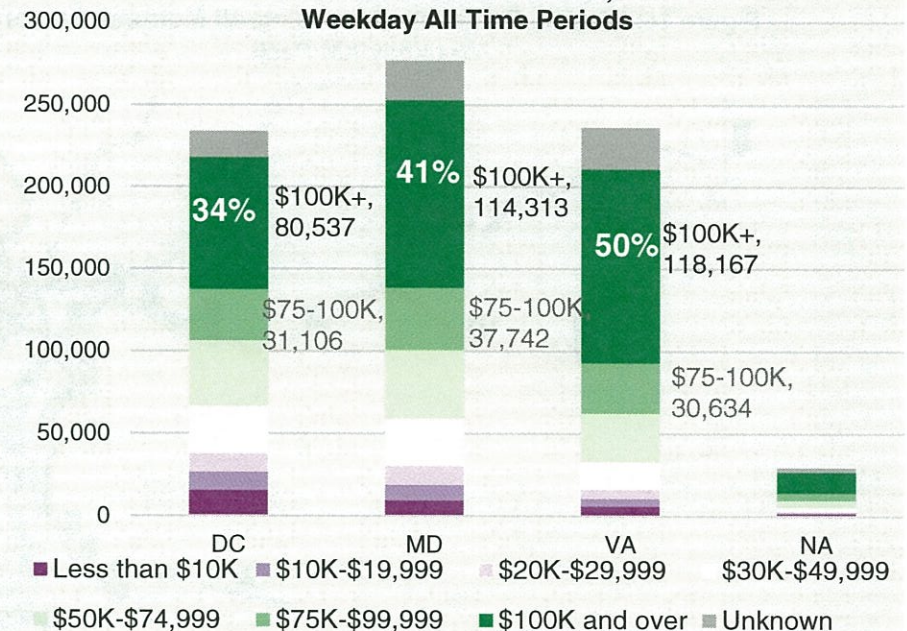
- ✓ Thirty-seven percent of Virginia riders are federal employees.
- ✓ Over half of Virginia riders live in households earning more than \$100,000 a year.

**Figure 12 : Employers of Metrorail Riders by Locations of Residence, Weekday All Time Periods**



Source: WMATA 2016 Metrorail Passenger Survey

**Figure 13: Income Levels of Metrorail Riders by Location of Residence, Weekday All Time Periods**



Source: WMATA 2016 Metrorail Passenger Survey

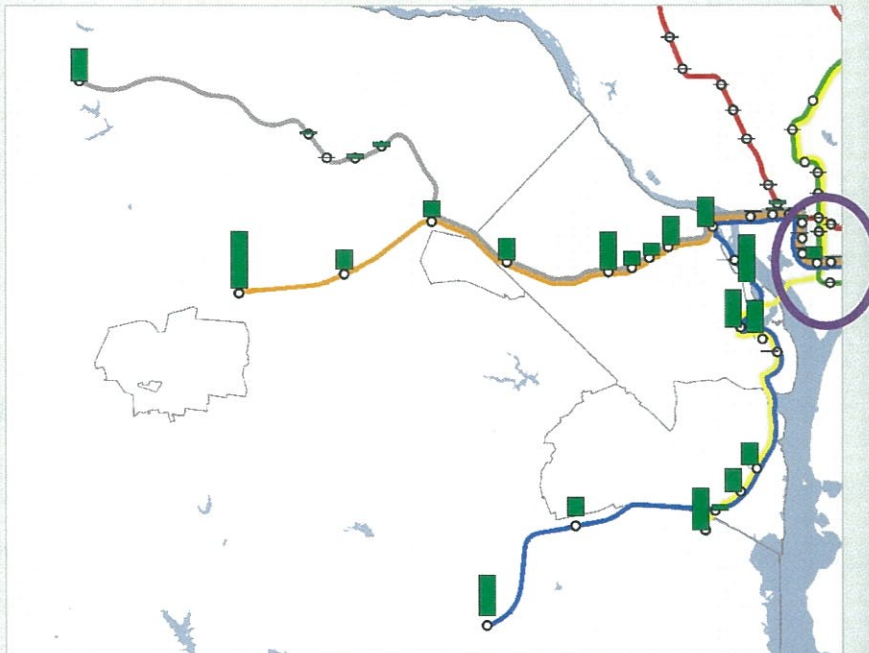


# NVTC Analysis of Virginia Metrorail Ridership: Highlights



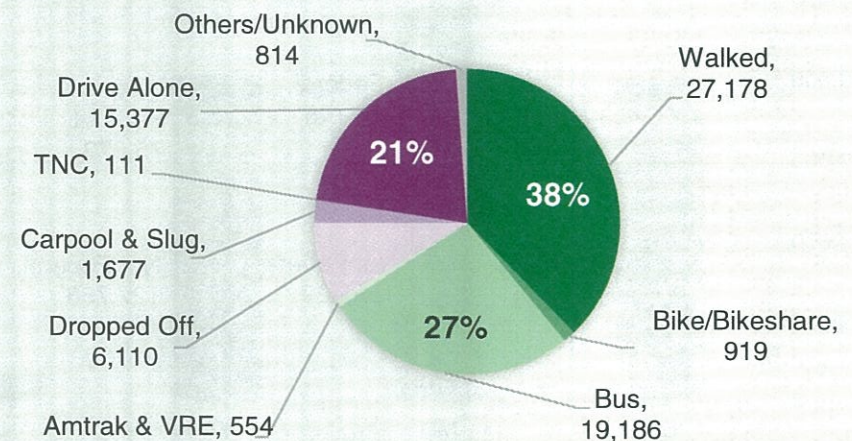
- ✓ Some Virginia riders first enter the Metrorail system in the District of Columbia at L'Enfant Plaza, Union Station, and other downtown stations, demonstrating the role of commuter buses and VRE in Northern Virginia.
- ✓ During the morning peak, most Virginia riders walk (38 percent), take a bus (27 percent), or drive alone (21 percent) to Virginia stations

Figure 14: Virginia Residents Accessing All Metrorail Stations, Weekday AM Peak



Source: WMATA 2016 Metrorail Passenger Survey

Figure 15: Travel Mode of Virginia Residents to Virginia Metrorail Stations, Weekday AM Peak



Source: WMATA 2016 Metrorail Passenger Survey

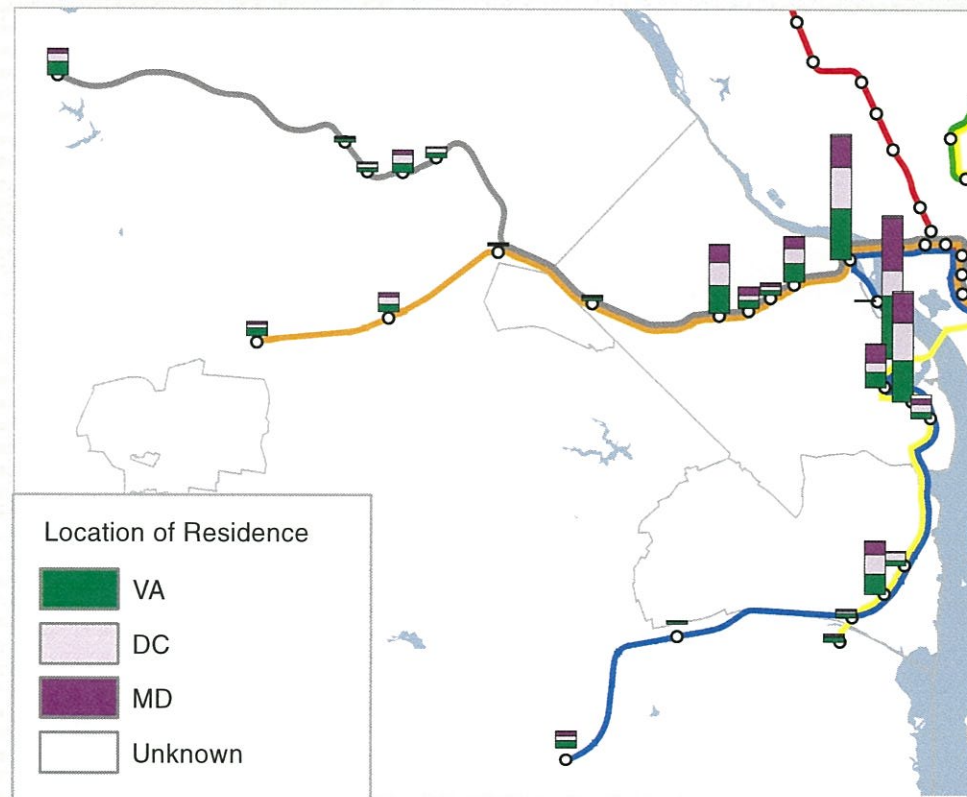


# NVTC Analysis of Virginia Metrorail Ridership: Highlights



- ✓ Ridership patterns at Virginia stations reflect land use. Large numbers of riders from across the region exit at Virginia stations to go to work, reflecting the concentration of employment and access to transit in Northern Virginia.

Figure 18: Location of Residence of Metrorail Riders Exiting at Virginia Stations, Weekday AM Peak



Source: WMATA 2016 Metrorail Passenger Survey