



**NVTC INTERIM WMATA COMMITTEE MEETING  
WEDNESDAY, DECEMBER 19, 2018  
NVTC Conference Room – Suite #620  
2300 Wilson Blvd. – Arlington, VA 22201**

**8:30 A.M.**

**AGENDA**

1. Approval of the October 17, 2018 Interim WMATA Committee Meeting Summary
2. WMATA Committee and Board of Directors Items
  - a. WMATA General Manager's Proposed FY20 Budget
    - i. Comments by Jennifer Mitchell
    - ii. Recommend that the Commission Authorize the Chairman to submit comments to WMATA on the FY2020 Budget
  - b. FY2020 Station Platform Projects
  - c. Other WMATA Board Items
3. Regional Fare Payment Program Update
4. Other Items of Jurisdictional Importance
5. Preliminary Agenda for January 16, 2019 WMATA Committee Meeting

**Interim WMATA Committee Members:**

Paul Smedberg, Chairman  
Christian Dorsey  
Cathy Hudgins  
Matt Letourneau  
Dave Snyder

**NVTC INTERIM WMATA COMMITTEE  
MEETING SUMMARY  
NVTC Conference Room, Suite 620 – Arlington, Virginia  
October 17, 2018**

NVTC Interim WMATA Committee Members Present:

Paul Smedberg, Chairman  
Christian Dorsey  
Cathy Hudgins (by phone)  
Matt Letourneau  
Dave Snyder

Other Commissioners Present:

Jim Corcoran

Others Present:

Andrew D’huyvetter	Greg Potts	Tim Roseboom
Allan Fye	Penny Newquist	Chris Ziemann
Matt Cheng	Todd Wigglesworth	Penny Newquist
Kate Mattice	Clinton Edwards	

Vice-Chair Letourneau called the meeting to order at 8:37 A.M

Mr. Letourneau presented the Interim WMATA Committee Meeting Summary from the September 19<sup>th</sup> meeting. There were no changes and the committee accepted the summary.

Ms. Mattice reported to the committee that new data was integrated into NVTC’s 2018 Report on the Performance and Condition of WMATA.

Mr. Smedberg arrived at 8:38 A.M

Mr. Corcoran provided an overview on the upcoming WMATA FY2020 budget outlook. The WMATA General Manager has set out guidelines to develop the FY2020 budget which will be presented to the WMATA board in November, followed by a public hearing in February and adoption at the March meeting.

The guidelines include the following: no fare increase, no service cuts or major service additions, consideration of late night operating hours at the end of the fiscal year, an operating budget that complies with the Virginia 3% cap, and a sustained capital spending ramp-up. The underlying goals remain to increase ridership while providing efficient and reliable service.

Mr. Corcoran discussed the operating budget, specifically WMATA’s Office of the Inspector General (OIG) request for a budget increase. The OIG has requested an expanded \$3 million budget up to \$8 million to expand the scope and capacity of his

investigative staff. Committee members expressed NVTC's general support for a strong, independent OIG and reviewed a previous recommendation from the 2017 WMATA Board Audit Committee which included a gradual ramp up of the OIG's budget over multiple years.

Mr. Dorsey elaborated on an idea that any savings attributable to the OIG's office could be placed in a rainy-day fund, similar to how savings from controls on workman's compensation and absenteeism were used to fund the Other Post-Employment Benefits (OPEB) trust. Mr. Dorsey also mentioned that regional congressional delegation is interested in an expansion of the OIG.

Ms. Hudgins stated a preference for funding the OIG progressively to ensure that the funding in the operating budget is sustainable for jurisdictional funding partners and that the OIG uses its resources effectively.

Mr. Letourneau inquired as to the calculations behind the base year for the three percent cap and requested a revised FY 2019 budget based on the outcome of arbitration. Mr. Dorsey stated that a revised FY 2019 budget should include arbitration costs, service adjustments and one-time costs.

Mr. Snyder expressed interest in WMATA operating with the 3 percent cap restraints to control the jurisdictional subsidies. Mr. Snyder also emphasized the importance of WMATA considering strategies to operate efficiently such as reductions of 8 car trains and full-sized buses during off-peak operating hours and consideration of contracting services to increase cost-effectiveness of service.

Mr. Snyder left the meeting at 8:55 A.M

Mr. Smedberg moved the discussion to the update to the WMATA Use Regulations scheduled to come before the WMATA Board on October 25<sup>th</sup>. The update, which appeared before WMATA Finance & Capital Committee, recommends revising and restating the Use Regulations, authorizing food and drink on WMATA property outside of Metrorail stations' paid areas, and to delegate the authority to approve commercial uses on WMATA's property.

Mr. Letourneau questioned whether approved commercial uses would follow local zoning ordinances. Mr. Dorsey commented that while the recommended Use Regulations updated did include reference to local laws and zoning, it did not specifically mention jurisdictional coordination on local policies. He added that NVTC and jurisdictional staff had formulated an amendment that proposed WMATA proactively coordinate with jurisdictions when permitting activities at Metrorail stations.

Mr. Corcoran spoke to the amendment, citing in the WMATA Compact section 75, WMATA must already comply with jurisdictional laws, and that any permittee authorized by WMATA is also responsible to follow local laws.

Mr. D'huyvetter commented that the amendment language was intended to proactively ensure WMATA cooperation on permitting and commercial activities at stations and to avoid jurisdictional review issues in the future. Mr. Wigglesworth expressed interest in having WMATA proactively communicate intended permitting activities with affected jurisdictions and not invoke a complex permit termination process. Mr. Corcoran expressed some concern with the legal implications of the proposed amendment and directed staff to forward the proposed language to WMATA staff for comment and feedback prior to any introduction as an amendment by the Virginia WMATA Board members.

Mr. Letourneau left the meeting at 9:23 A.M

Mr. Smedberg moved the discussion to the opening of a public comment period on WMATA parking programs. He added that NVTC intends to send a letter as public comment, which was authorized at the October Commission meeting. Mr. D'huyvetter stated that staff had reviewed the docket item and that staff did not recommend any changes to the letter. Mr. D'huyvetter provided an overview of the parking docket proposal by WMATA and noted that jurisdictional staff had not had time to review the proposals. Mr. Smedberg asked if there were any changes the WMATA Interim Committee wished to see in the NVTC letter, and there were no changes.

Mr. Dorsey spoke to an upcoming WMATA Board action to dissolve the Riders Advisory Council (RAC). He stated that while some members of the board are interested in prioritizing business and broader public outreach, Mr. Dorsey believes that the RAC can be reformed and with structure, its value to the board can be fully realized. Mr. Dorsey expressed a desire to have a channel for rider input to the WMATA Board in addition to existing channels that provide input to WMATA staff. Mr. Dorsey expressed his desire to recirculate the original proposal to members of the WMATA Board before the October meeting.

Mr. Corcoran expressed support to reforming the RAC, favoring expanding its reach to be representative of more riders and giving the RAC better direction from the WMATA Board. Mr. Smedberg and Ms. Hudgins commented that best-practices for rider input must be examined in other leading transit agencies, and that dedicated WMATA staff and board member time must be a consideration in determining the RAC's initiatives.

Mr. Smedberg discussed the upcoming schedule of Interim WMATA Committee Meetings. The next NVTC Interim WMATA Committee Meeting is November 8<sup>th</sup> at 8:30 A.M. Preliminary items for discussion could include results of the Cash-free bus pilot, parking pilot updates, consideration of a WMATA rainy day fund and a Regional Fare Collection Update. Mr. D'huyvetter also spoke to anticipated action items at the November and December WMATA Board and Committee Meetings.

The meeting adjourned at 9:45 A.M.



**Finance and Capital Committee**

**Information Item IV-A**

**November 1, 2018**

**GM/CEO's Proposed FY2020 Budget**

Washington Metropolitan Area Transit Authority

## Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:  
202038

Resolution:  
☐ Yes ☒ No

### TITLE:

GM's Recommended FY2020 Budget

### PRESENTATION SUMMARY:

Management will present the General Manager and Chief Executive Officer's (GM/CEO) recommended FY2020 Operating Budget and FY2020-2025 Capital Program.

### PURPOSE:

To present the GM/CEO's recommended FY2020 budget to the Finance and Capital Committee and Board of Directors for consideration. Board adoption of the FY2020 budget is scheduled for March 2019.

### DESCRIPTION:

#### Key Highlights:

The GM/CEO's recommended budget totals \$3.4 billion, including \$2.0 billion of operating expenses and \$1.4 billion in capital program spending in FY2020. In the interest of demonstrating compliance with new restrictions in Maryland and Virginia dedicated revenue legislation, the FY2020 Budget is broken down as follows: the base budget which reflects the new 3 percent subsidy growth cap, items legislatively excluded from the subsidy cap, and new customer/ridership initiatives which require additional support beyond the cap. The total operating subsidy, including capped subsidy, exclusions, and new initiatives is \$1.2 billion.

- The budget is designed to attract new customers and deliver better service for current riders, by increasing service, making passes more affordable, and not raising fares or cutting existing services.
- The customer service recommendations include: expanding rush-hours to provide more frequent rail service later in the morning and evening, extending the Yellow Line to Greenbelt to double rush-hour service at nine stations, running all Red Line trains to Glenmont to double rush-hour service at an additional three stations, making all trains eight-cars long, and enhancing the value of Metro unlimited bus and rail passes.

- These improvements are in addition to FY2019 service improvements such as the December 17, 2018 elimination of the “Grosvenor Turnback” which will double rush-hour service at four Red Line stations and was approved by the Board earlier this year, along with a separate recommendation to improve Metro’s industry-first “Rush Hour Promise” by crediting customers for unscheduled delays of 10 minutes or more, rather than 15 minutes today, and other initiatives to improve Metro such as the ability for customers to pay for their Metro trip using their smartphone.

## **Background and History:**

FY2020 Budget Priorities include the following:

### **FY2020-2025 Capital Improvement Program**

- Fully fund system safety and compliance
- Improve the customer experience
- Continue focus on system preservation and State of Good Repair
- Meet program budget and schedule
- Ramp up to \$1.5 billion average annual program
- Develop capital investment pipeline (D&E)

### **FY2020 Operating Budget**

- Increase ridership
- Improve the customer experience
- Maximize operating efficiency
- Increase non-fare revenues
- Enhance employee engagement and development
- Comply with Dedicated Revenue restrictions

## **Discussion:**

The recommended FY2020 capital budget of \$1.4 billion and six-year capital plan of \$9.2 billion include investment in ongoing projects, prioritized system preservation and renewal needs from the Capital Needs Inventory. The six-year plan includes \$436 million of reimbursable projects such as the Silver Line, the Potomac Yard infill station, and the Purple Line.

PRIIA funding ends in Federal FY2019; without reauthorization from Congress, capital contributions from jurisdictions will increase by nearly \$750 million over five years. With PRIIA, Jurisdictional Match and System Performance requirements will total \$2.6 billion over six years. Without PRIIA, Jurisdictional Match and System Performance will increase to \$3.3 billion over that time frame.

## **New Initiatives**

Fare and Pass adjustments to encourage ridership included in the recommended FY2020 Budget include:

- Weekend Flat Fare
- Pass Enhancements
  - Reduce 7-Day Bus Pass (\$17.50 to \$15)
  - Reduce 1-Day Visitor Pass Price (\$14.75 to \$13)
  - Reduce 7-Day Visitor Pass Price (\$38.50 to \$38 on short trip, \$60 to \$58 on full system pass)
  - Add a 3-Day Weekday Pass (\$28)
  - Add unlimited bus in all Visitor and SelectPasses

New initiatives to drive ridership growth include:

- **Expand rush hour service periods.** Trains would run at more-frequent rush hour service levels for an additional 30 minutes each morning (until 10 a.m.) and an additional 90 minutes each evening (until 8:30 p.m.). The move would reduce the time customers wait for trains and make Metro a more attractive option for customers who commute later in the morning, as well as those using Metro for evening activities. The GM's budget does not include any fare increases, and this recommendation would not change the hours when peak fares are charged.
- **Extend Yellow Line service to Greenbelt.** Today, Yellow Line trains turn back at Mt. Vernon Square during rush hours and at Fort Totten at all other times. The GM's budget recommendation would extend every Yellow Line train to Greenbelt, which would double service during rush hours and address current crowding conditions at the nine stations north of Mt Vernon Square (Shaw-Howard, U Street, Columbia Heights, Georgia Ave-Petworth, Fort Totten, West Hyattsville, Prince George's Plaza, College Park, and Greenbelt). During off-peak times, the four stations north of Fort Totten would see an increase in service. Many current Green Line customers traveling to Yellow Line stations in Virginia (e.g. Reagan National Airport) would be able to make the trip without changing trains.
- **Run all Red Line trains to Glenmont.** Currently, some Red Line trains "turn back" at Silver Spring, while others operate to the end of the line at Glenmont. In a move intended to simplify Metro's service pattern for customers while increasing service at another three Red Line stations, Wiedefeld will recommend running all Red Line trains to Glenmont. The proposal would complement a related service enhancement on the Shady Grove end of the Red Line: Beginning December 17, 2018, all Red Line trains will begin/end at Shady Grove, instead of some turning back at Grosvenor. As a result, rush-hour service levels will double at four stations: Shady Grove, Rockville, Twinbrook, and White Flint.
- **Expand all trains to the maximum length of 8 cars.** The GM's budget recommends that all trains be increased to their maximum length of eight cars to increase capacity and reduce crowding. The move would also



allow Metro to simplify its yard and maintenance operations by standardizing trainsets (i.e. reducing the need to continually add and remove cars to trains).

### **Risks**

Risks to the Proposed Operating Budget include Federal uncertainty surrounding the PRIIA program, formula funding, the transit benefit and federal employment and contracting levels. Ridership uncertainty is another risk, due to changes in trip-making and the broader transportation market (telework, alternate modes, gas prices, etc.). Continued paratransit cost growth contributes risk to the FY2020 budget, as do unfunded initiatives to cover emergencies and special events (the Rainy Day fund) and increasing Pension and OPEB liabilities.

### **FUNDING IMPACT:**

Information item only, no immediate impact on funding.	
Project Manager:	Dennis Anosike
Project Department/Office:	CFO/OMBS

### **TIMELINE:**

<b>Previous Actions</b>	September-October 2018 – staff preparation of recommended FY2020 Operating and FY2020-2025 Capital budgets
<b>Anticipated actions after presentation</b>	December 2018 – Board authorization of public hearing and budget deliberations  January-February 2019 – Budget deliberations, public outreach and public comment period  March 2019 – Board adoption of the FY2020 Budget and FY2020-2025 Capital Program  April 2019 – Submit Federal grant applications  July 2019 – Fiscal Year 2020 begins

### **RECOMMENDATION:**

This is an information item. Budget adoption is scheduled for March 2019. Budget adoption in March is necessary to ensure uninterrupted regional funding of the capital program and to allow for the timely application and award of FTA grants.

# FY2020 Proposed Budget

**Finance & Capital Committee**

**November 1, 2018**



## **Present the General Manager/CEO's Recommended FY2020 Operating Budget and FY2020-2025 Capital Improvement Program**

- Capital and Operating Budget Overview
- Proposed FY2020-2025 Capital Program
- Proposed FY2020 Operating Budget
- Schedule

- **FY2020-2025 Capital Improvement Program**
  - Fully fund system safety and compliance
  - Improve customer experience
  - Continue focus on system preservation and State of Good Repair
  - Meet program budget and schedule
  - Ramp up to \$1.5 billion average annual program
  - Develop capital investment pipeline (D&E)
  
- **FY2020 Operating Budget**
  - Increase ridership
  - Improve customer experience
  - Maximize operating efficiency
  - Increase non-fare revenues
  - Enhance employee engagement and development
  - Comply with Dedicated Revenue restrictions

# FY2020-2025 Proposed Capital Improvement Program



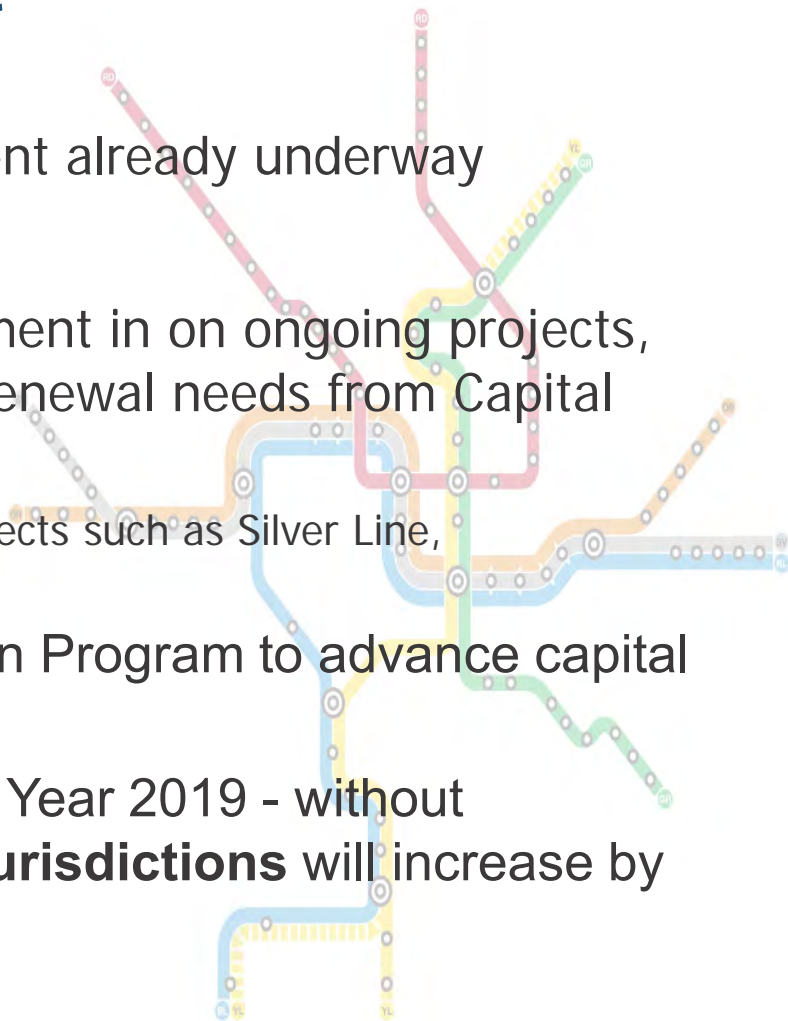
# FY2020-2025 Proposed Capital Improvement Program

## FY2020 Proposed Capital Budget

- Planned investment of \$1.4 billion
- Over 85 percent of planned investment already underway

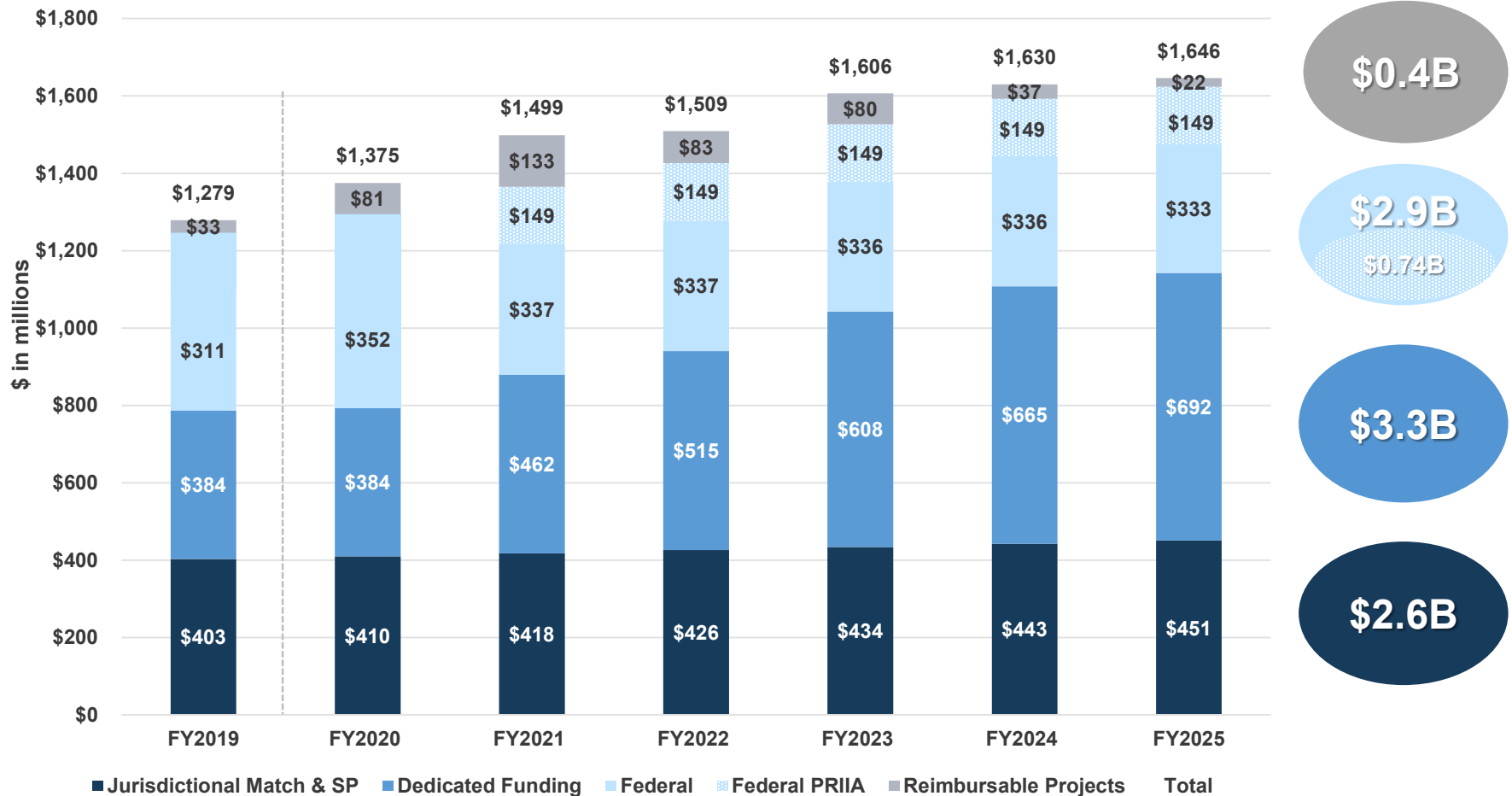
## Six Year Plan

- Proposed \$9.3 billion six-year investment in on ongoing projects, prioritized system preservation and renewal needs from Capital Needs Inventory
  - Includes \$436 million of reimbursable projects such as Silver Line, Potomac Yard and Purple Line
- Includes Development and Evaluation Program to advance capital project pipeline
- PRIIA funding ends in Federal Fiscal Year 2019 - without reauthorization **contribution from Jurisdictions** will increase by nearly \$750 million over five years



# FY2020-2025 Proposed Capital Improvement Program

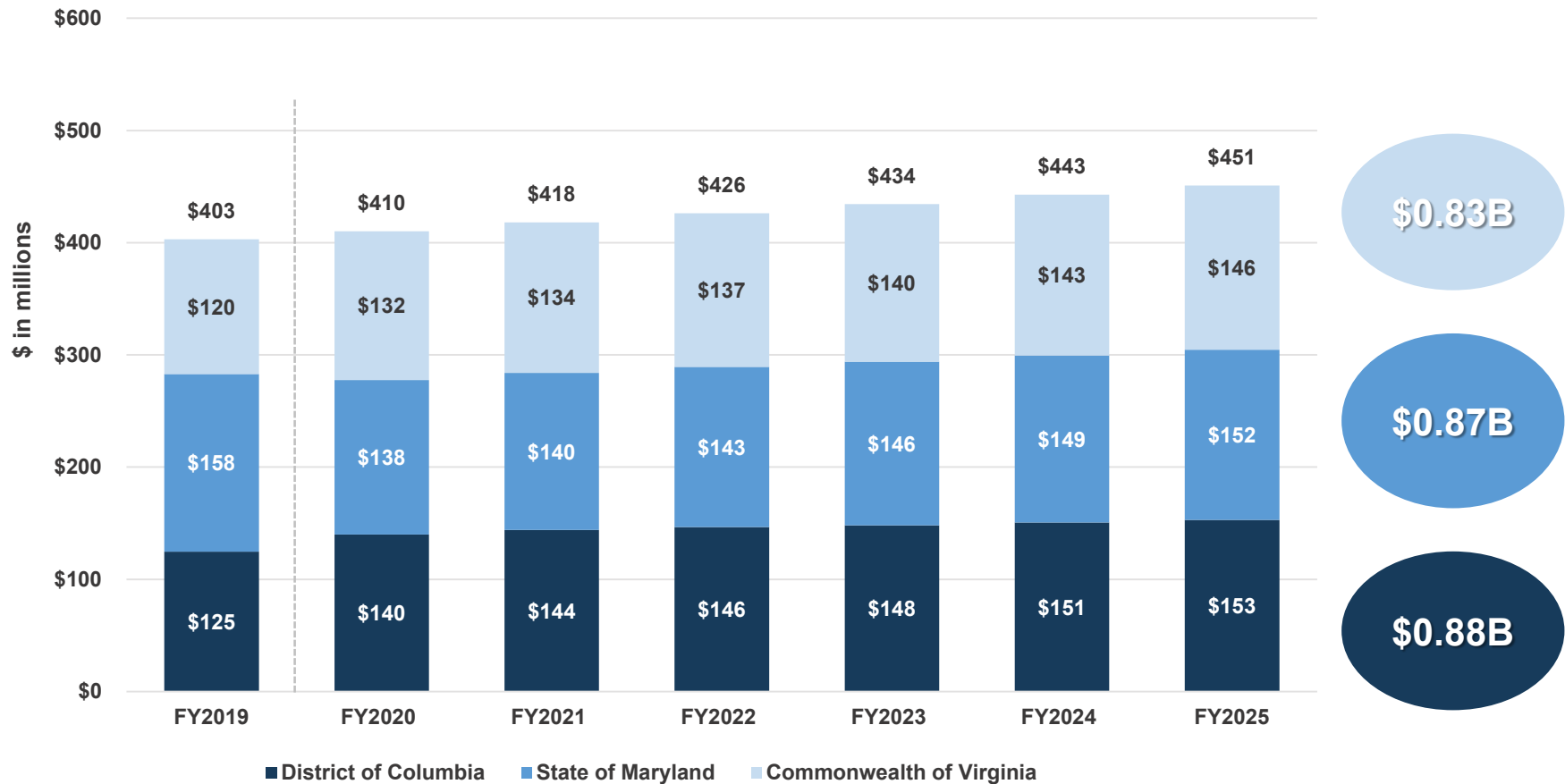
## With PRIIA, 6 Year \$9.3 billion Capital Investment Program for System Safety and Reliability



Note: Capital funding sources include an additional \$23M for service disruptions associated with major capital projects

# FY2020-2025 Proposed Capital Improvement Program

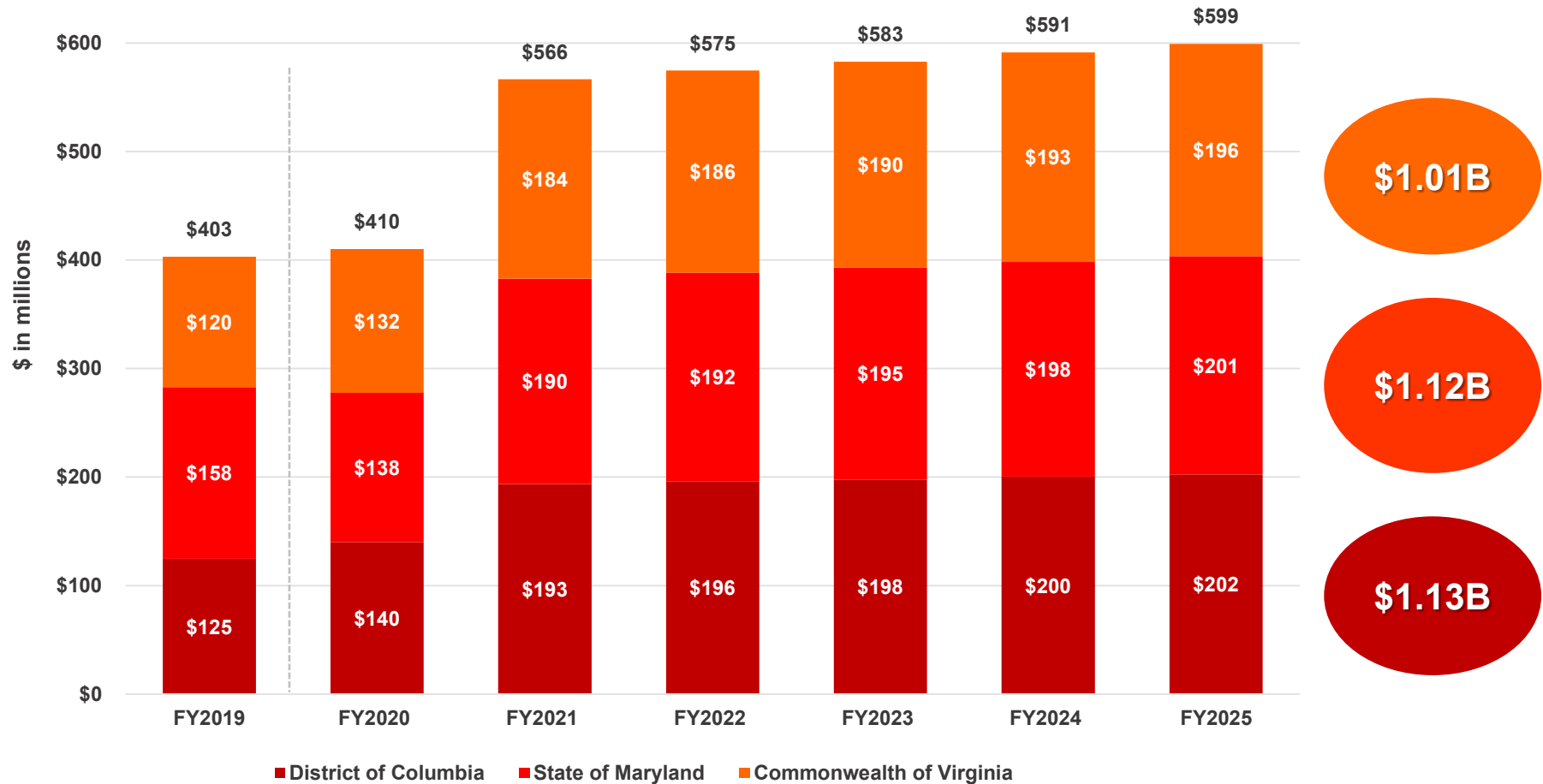
## Jurisdictional Match and System Performance with PRIIA is \$2.6 billion





# FY2020-2025 Proposed Capital Improvement Program

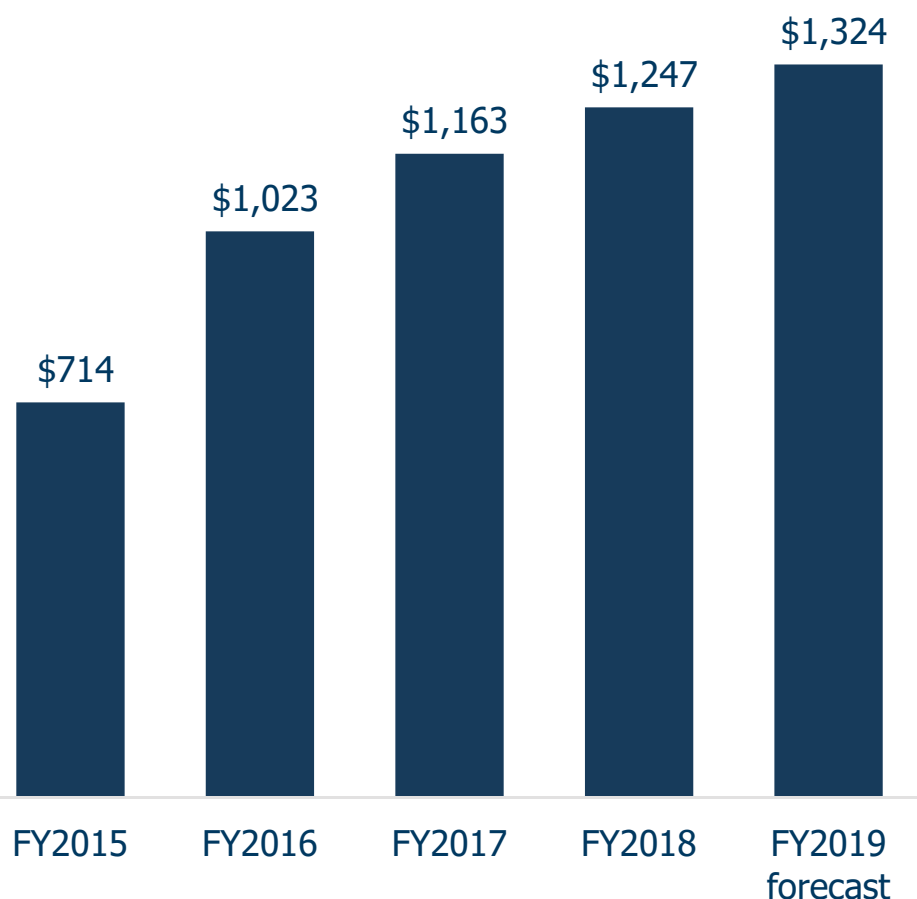
## Jurisdictional Match and System Performance without PRIIA is \$3.3 billion



# FY2020-2025 Proposed Capital Improvement Program

## Improving Capital Program Delivery and Service Reliability

### Capital Program Investment Ramp-Up



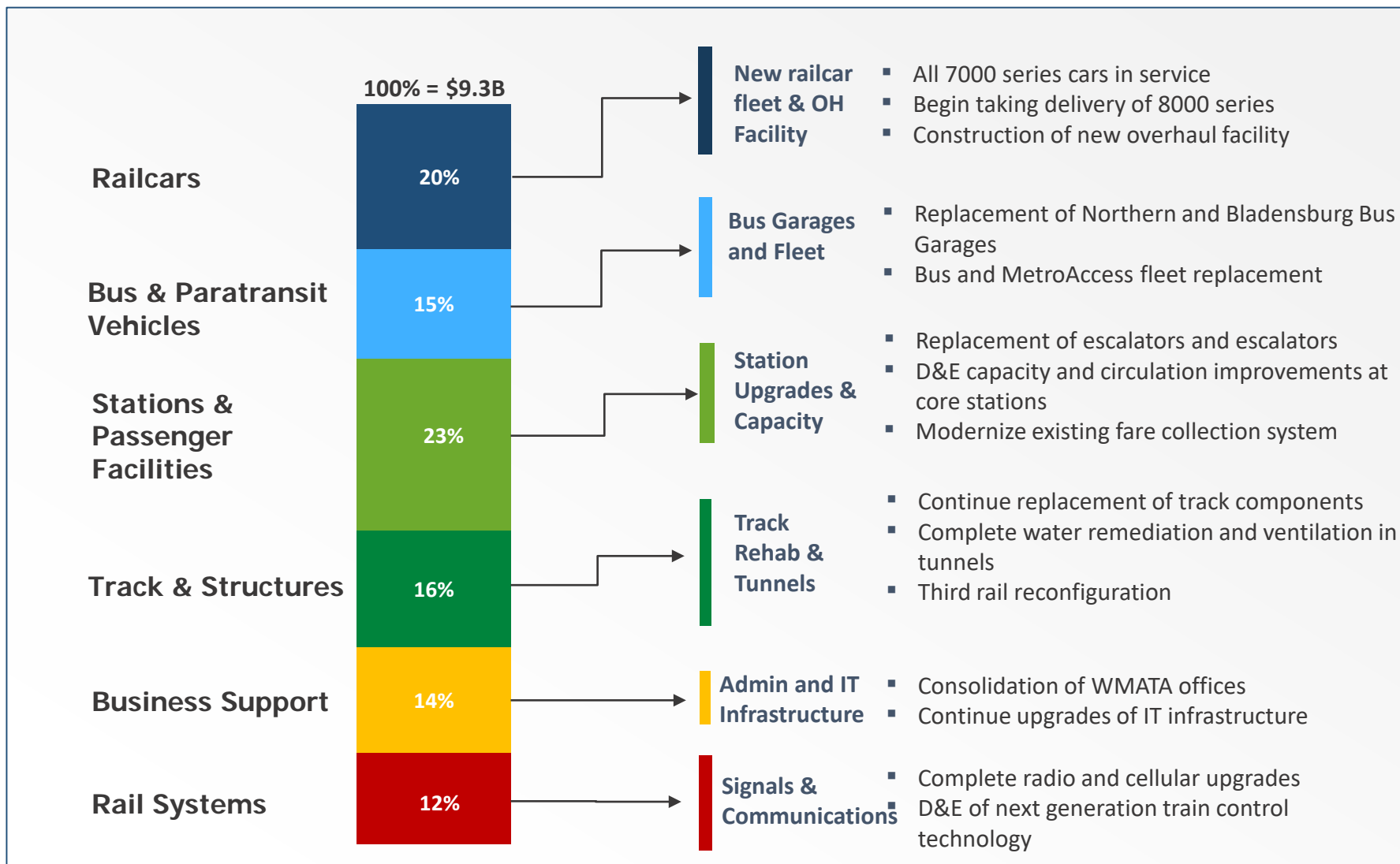
### Key Resulting Improvements

- 550+ New 7000 Series Railcars Now in Service
- Railcar Performance Highest in Eight Years – More Than 100,000 Miles Between Delays
- Track Rehabilitation & Preventive Maintenance Programs Reducing Delays
- 88 percent of rail trips On-Time Since Early 2018
- Underground Cellular & WIFI Availability Expanding
- Brighter & Energy Efficient Station Lighting Installations Underway
- Escalator & Elevator Replacement and Rehabilitation Programs
- New Buses & MetroAccess Vehicles in Service
- New Cinder Bed Road & Andrews Federal Center Bus Facilities Nearing Completion

Notes: FY2019 expenditure forecast as of October 2018. Dollars in millions. Forecast currently shows projects ahead of schedule, \$46 million above the plan. Staff will request a budget amendment if the forecast holds.

# FY2020-2025 Proposed Capital Improvement Program

## FY2020-2025 Investment by Asset Category



# FY2020-2025 Proposed Capital Improvement Program

## Railcar Investments

Acquire, rehabilitate, and maintain railcars and railcar facilities in state of good repair to provide safe and reliable Metrorail service

Active Projects		Project Development/ Procurement		Development & Evaluation	
<ul style="list-style-type: none"><li>• New 7000 Series Railcars - 748 cars in service in 2019</li><li>• Railcar Rehabilitation &amp; Maintenance Programs</li></ul>		<ul style="list-style-type: none"><li>• New 8000 Series Railcars</li><li>• Railcar Heavy Maintenance &amp; Overhaul Facility</li></ul>		<ul style="list-style-type: none"><li>• Rail Yard Facility Rehabilitation &amp; Upgrade Program</li></ul>	
Planned Investment		FY2019	FY2020	Six Year	
Railcar Programs		\$386	\$255	\$1,783	

Notes: Expenditure forecast as of October 2018. Dollars in millions.

# FY2020-2025 Proposed Capital Improvement Program

## Rail Systems Investments

Replace, rehabilitate and maintain rail power, signal and communications systems in a state of good repair to provide safe and reliable Metrorail service.

Active Projects	Project Development/ Procurement	Development & Evaluation
<ul style="list-style-type: none"><li>• Radio &amp; Wireless Upgrades – cellular in all underground in 2020; radio system deployed by 2022</li><li>• Rail Power System Rehabilitation (Systemwide) &amp; Upgrades (Orange/Blue/Yellow Lines)</li><li>• Train Control System Rehabilitation</li></ul>	<ul style="list-style-type: none"><li>• Rail Power System Upgrades (Red, Yellow, Green Lines)</li></ul>	<ul style="list-style-type: none"><li>• Train Control System Modernization</li></ul>

Planned Investment	FY2019	FY2020	Six Year
Rail System Programs	\$161	\$187	\$1,225

Notes: Expenditure forecast as of October 2018. Dollars in millions.

# FY2020-2025 Proposed Capital Improvement Program

## Track and Structures Investments

Replace, rehabilitate, maintain, and upgrade track and rail infrastructure including bridges, tunnels, and cross-overs

Active Projects	Project Development/ Procurement	Development & Evaluation
<ul style="list-style-type: none"><li>Track Rehabilitation and Preventive Maintenance Programs</li><li>Tunnel Lighting Program</li></ul>	<ul style="list-style-type: none"><li>Tunnel Water Mitigation Program</li><li>Track Maintenance Equipment</li><li>Bridge &amp; Aerial Structure Rehabilitation &amp; Maintenance Program</li></ul>	<ul style="list-style-type: none"><li>Blue, Orange, Silver Line Corridor Reliability &amp; Capacity Alternatives Analysis (Potential Rosslyn Tunnel)</li><li>Capacity &amp; Reliability of D&amp;G Junction Near Stadium-Armory</li></ul>

Planned Investment	FY2019	FY2020	Six Year
Track and Structures Programs	\$111	\$171	\$1,491

Notes: Expenditure forecast as of October 2018. Dollars in millions.

# FY2020-2025 Proposed Capital Improvement Program

## Station and Passenger Facility Investments

Construct, replace and rehabilitate rail station and passenger facilities to provide safe and reliable service to customers

### Active Projects

- Elevator & Escalator Rehabilitation & Replacement
- Station Lighting & Cooling Programs
- Parking Garage Rehabilitation
- Station Entrance Canopies
- Silver Line Extension Construction Support (Reimbursable)
- Potomac Yard Station (Reimbursable)

### Project Development/Procurement

- Station Platform Rehabilitation Program
- Bicycle & Pedestrian Access Improvement Program
- Union Station Entrance Improvements

### Development & Evaluation

- Station Customer Circulation & Access Improvements (Core Stations & Jurisdiction-Sponsored Projects)
- Shady Grove Station & Track Infrastructure
- Station Audio & Digital Signage Improvements

### Planned Investment

**FY2019**

**FY2020**

**Six Year**

Station and Passenger Facility Programs

\$260

\$360

\$2,066

Notes: Expenditure forecast as of October 2018. Dollars in millions.

# FY2020-2025 Proposed Capital Improvement Program

## Bus and Paratransit Investments

Acquire, rehabilitate and maintain buses and paratransit vehicles and supporting facilities and systems in a state of good repair to provide safe and reliable Metrobus and MetroAccess service

### Active Projects

- New Buses – 122 planned for FY2020
- New MetroAccess Vehicles – 275 planned for FY2020
- Bus Rehabilitation & Maintenance Programs
- Andrews Federal Center Bus Facility – Open for operation in 2019

### Project Development/Procurement

- Replacement of Bladensburg Bus Garage
- Replacement of Northern Bus Garage
- Transit Signal Priority Program Expansion
- Bus Shelter Replacement Program

### Development & Evaluation

- Bus Transformation Strategy
- Western Bus Garage Replacement
- Bus Facility Rehabilitation Program

### Planned Investment

**FY2019**

**FY2020**

**Six Year**

**Bus and Paratransit Programs**

**\$183**

**\$205**

**\$1,374**

Notes: Expenditure forecast as of October 2018. Dollars in millions.



# FY2020-2025 Proposed Capital Improvement Program

## Business Support Investments

Acquire, rehabilitate and maintain support facilities, information technology infrastructure and systems, and other equipment and infrastructure to support safe and reliable transit service and business functions

Business Support Investments			
Active Projects	Project Development/ Procurement	Development & Evaluation	
<ul style="list-style-type: none"><li>• WMATA Office Consolidation Project</li><li>• Roof Rehabilitation</li><li>• IT Infrastructure &amp; System Improvements</li></ul>	<ul style="list-style-type: none"><li>• Rail &amp; Bus Control Centers</li><li>• Financial System Upgrades</li></ul>	<ul style="list-style-type: none"><li>• Asset Management and Work-Order System Upgrades</li><li>• Data Center Replacement</li></ul>	
Planned Investment	FY2019	FY2020	Six Year
Business Support Programs	\$224	\$174	\$1,302

Notes: Expenditure forecast as of October 2018. Dollars in millions.

# FY2020-2025 Proposed Capital Improvement Program

Planned Investment	FY2019	FY2020	Six Year
Railcars	\$386	\$255	\$1,783
Rail Systems	\$161	\$187	\$1,225
Track and Structures	\$111	\$171	\$1,491
Stations and Passenger Facilities	\$260	\$360	\$2,066
Bus and Paratransit	\$183	\$205	\$1,374
Business Support	\$224	\$174	\$1,302
<b>Total</b>	<b>\$1,324</b>	<b>\$1,352</b>	<b>\$9,241</b>

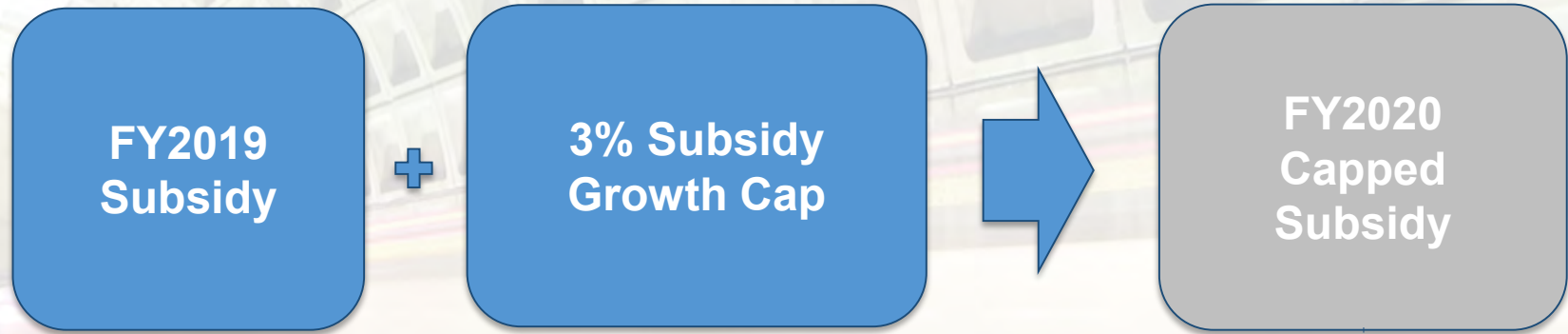
Notes: Expenditure forecast as of October 2018. Dollars in millions.

# FY2020 Proposed Operating Budget



# FY2020 Proposed Operating Budget Structure

## Base Operating Subsidy



## Allowable Above Base Operating Subsidy



## ■ **Base Operating Subsidy**

- ✓ Maintains current Hours of Service
- ✓ Meets 3% legal operating subsidy growth cap

## ■ **Allowable Above Base Subsidy**

- ✓ Includes Silver Line Phase 2 ramp up
- ✓ Mandated paratransit services
- ✓ Occupational Health and Safety requirements

# FY2020 Proposed Operating Budget

## FY2020 Base Operating Subsidy Growth Constrained to 3%

(\$ in Millions)	Subsidy Impact
<b>FY2019 Subsidy*</b>	<b>\$1,079</b>
<b>3% Subsidy Growth Cap</b>	<b>\$32</b>
<b>FY2020 Capped Subsidy</b>	<b>\$1,111</b>
<b>FY2020 Cost Drivers</b>	
Inflation & Contractual Steps	\$28
CBA/Labor Settlements	\$27
Overhead & Inventory Management	<u>\$23</u>
<b>Subtotal</b>	<b>\$78</b>
<b>Less 3% Subsidy Growth Cap</b>	<b>(\$32)</b>
<b>Management Savings Required</b>	<b>\$46</b>
<b>FY2020 Actions to Manage Costs Above 3% Cap</b>	
Reduced Contracted Services	(\$10)
Administrative Streamlining	(\$6)
Non-Passenger Revenue	(\$5)
Pass Products Enhancements	(\$2)
Management Efficiencies	<u>(\$24)</u>
<b>Subtotal</b>	<b>(\$46)</b>
<b>FY2020 Capped Subsidy</b>	<b>\$1,111</b>

\* Emergency and Other CBA costs may require additional amendments

## **Legislatively Excluded Operating Subsidy Growth Above the 3% Cap is \$51 million**

- Silver Line Phase 2 - \$37 million (ramp up only)
  - Metro responsible for ramp up training costs
  - MWAA responsible for other pre-revenue operations costs
  - Revenue service begins after July 2020
- Litigation Costs - \$5 million
- Occupational Safety and Health Requirements - \$4 million
- ADA Paratransit Cost Increase - \$5 million

## Projected FY2020 Capped Subsidy and Legislative Exclusions

(\$ in Millions)	Expense	Revenue	Subsidy
<b>FY2019 Subsidy</b>	<b>\$1,877</b>	<b>\$798</b>	<b>\$1,079</b>
+ 3% Growth Cap	\$39	\$7	\$32
+ Legislative Cap Excluded	\$51	\$0	\$51
<b>FY2020 Total Subsidy with Exclusions</b>			<b>\$1,162</b>

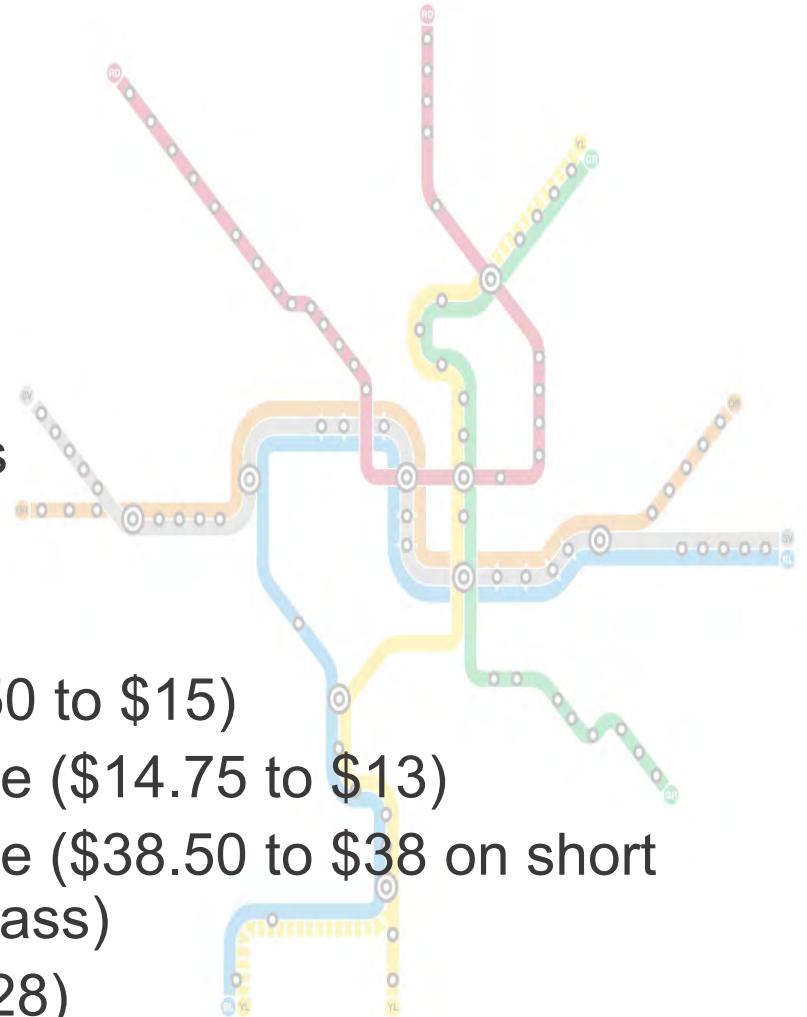


# New Customer Initiatives



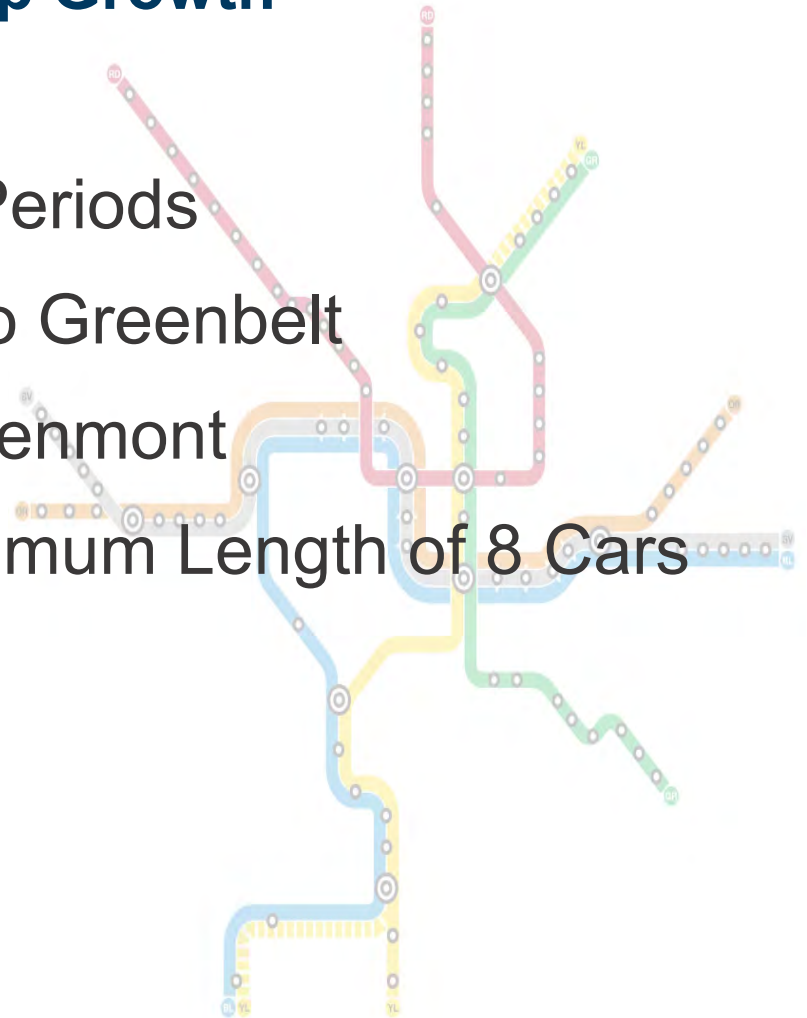
## Within Cap Initiatives to Drive Ridership Growth

- Service and Fares
  - ✓ No Fare Increase
  - ✓ No Service Cut
  - ✓ Automatic Train Operations
  - ✓ Better Rush Hour Promise
  - ✓ Late Night Service Partnerships
- Weekend Flat Fare
- Pass Enhancements
  - ✓ Reduce 7-Day Bus Pass (\$17.50 to \$15)
  - ✓ Reduce 1-Day Visitor Pass Price (\$14.75 to \$13)
  - ✓ Reduce 7-Day Visitor Pass Price (\$38.50 to \$38 on short trip, \$60 to \$58 on full system pass)
  - ✓ Add a 3-Day Weekday Pass (\$28)
  - ✓ Add unlimited bus in all Visitor and SelectPasses



## New Initiatives to Drive Ridership Growth

- Expand Rush Hour Service Periods
- Extend Yellow Line Service to Greenbelt
- Run all Red Line Trains to Glenmont
- Expand All Trains to the Maximum Length of 8 Cars



## Expand Rush Hour Service Periods

- Improve Service Frequency: Providing 8-minute service on all lines, 3-4 minute service in the core
  - 9:30am to 10:00am
  - 7:00pm to 8:30pm
- No change to fare policy

Increased Hours	Operating Cost	Riders Benefitting	New Trips	New Fare Revenue	Subsidy Impact
9:30am – 10:00am	\$1.5m	3.7m	0.4m	\$0.9m	\$0.6m
7:00pm – 8:30pm	\$6.7m	8.0m	0.8m	\$1.9m	\$4.8m
Total	\$8.2m	11.7m	1.2m	\$2.8m	\$5.4m

# FY2020 Proposed Operating Budget

## Extend Yellow Line Service to Greenbelt

- Peak - From Mt. Vernon Sq. to Greenbelt
  - Helps stations north of Mt. Vernon Sq.
- Off Peak – From Fort Totten to Greenbelt
  - Helps stations north of Fort Totten
- Mitigate 50% peak service cut from FY18
- Create new one-seat ride to/from Virginia



Expanded Yellow Line Service	Operating Cost	Riders Benefitting	New Trips	New Fare Revenue	Subsidy Impact
Peak, Weekdays	\$5.6m	10.8m	1.5m	\$4.4m	\$1.2m
Off-Peak, Weekdays	\$2.5m	1.6m*	0.2m	\$0.7m	\$1.8m
Total	\$8.1m	12.4m	1.7m	\$5.1m	\$3.0m

# FY2020 Proposed Operating Budget

## Run all Red Line Trains to Glenmont

- All Red Line trains operate to Glenmont
  - Stop turning Red Line trains at Silver Spring
- Doubles frequency for three Red Line stations



Expanded Red Line Service	Operating Cost	Riders Benefitting	New Trips	New Fare Revenue	Subsidy Impact
Peak, Weekdays	\$2.0 m	2.9 m	0.3 m	\$1.1 m	\$0.9 m
Weekends	\$1.2 m	0.5 m	0.3 m	\$0.9 m	\$0.3 m
Total	\$3.2 m	3.4 m	0.6 m	\$2.0 m	\$1.2 m



## Expand All Trains to the Maximum Length of 8 Cars

- Operate eight-car trains on all lines
  - Phased implementation over two years based on fleet and yard availability
  - Yellow and Green Lines implementation complete
  - Red Line (July 2019), Blue Line (October 2019), and Orange and Silver Lines (June 2020)
- Significantly relieve crowding, especially during peak times

Additional Eight Car Trains	Operating Cost	Riders Benefitting	New Trips	New Fare Revenue	Subsidy Impact
Phased Implementation*	\$10.3m	1.5m	0.1m	\$0.2m	\$10.1m

*\*Annualized subsidy impact when fully implemented is \$15 million*

# FY2020 Proposed Operating Budget

## Projected FY2020 Capped Subsidy, Legislative Exclusions and New Initiatives

(\$ in Millions)	Expense	Revenue	Subsidy
<b>FY2019 Subsidy</b>	<b>\$1,877</b>	<b>\$798</b>	<b>\$1,079</b>
+ 3% Subsidy Growth Cap	\$39	\$7	\$32
+ Legislative Excluded Subsidy	\$51	\$0	\$51
<b>FY2020 Capped Subsidy and Legislative Exclusions</b>			<b>\$1,162</b>
+ New Customer/Ridership Initiatives	\$30	\$10	\$20
<b>FY2020 Total for Capped Subsidy, Exclusions &amp; Initiatives</b>			<b>\$1,182</b>



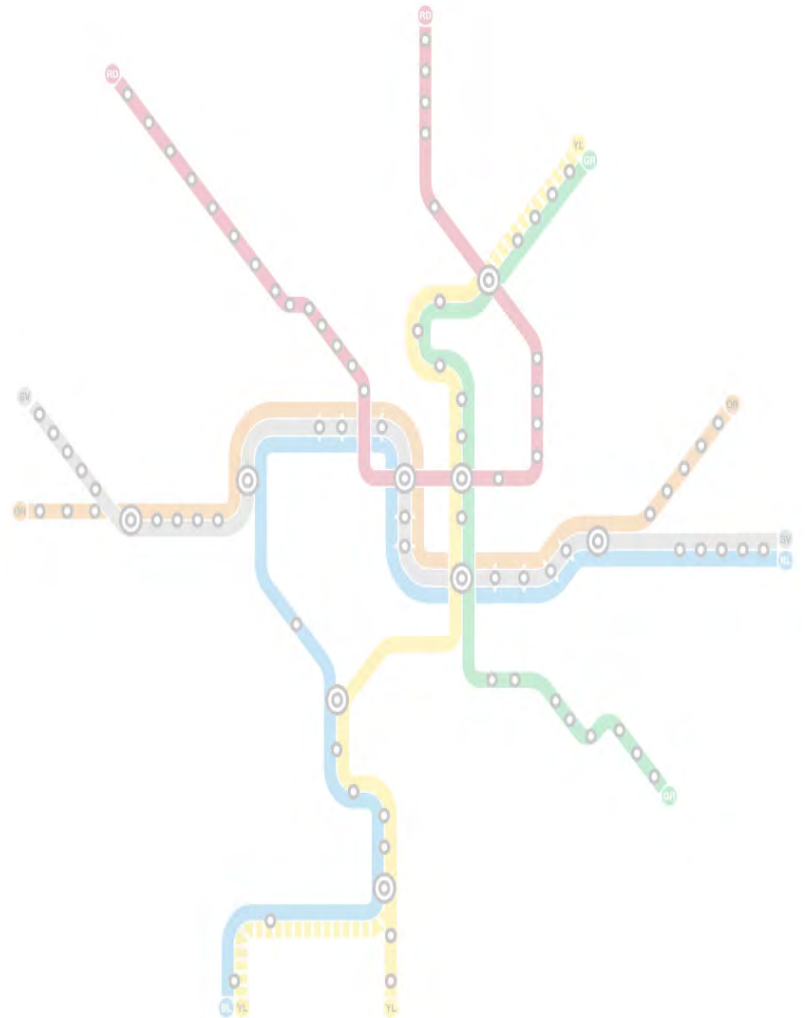
## Risks to the FY2020 Proposed Operating Budget include:

- Federal uncertainty – PRIIA reauthorization, formula program funding, transit benefit, federal employment and contracting levels
- Ridership uncertainty due to changes in trip-making and transportation market (telework, alternate modes, gas prices, etc.)
- Continued paratransit cost growth
- Emergencies and special events
  - Establish a Rainy Day Fund for emergencies starting with \$20 million in FY2020 (1% of operating expenses **is unfunded**)
- Increasing Pension and OPEB liabilities
  - OPEB – Contribute \$12 million to the OPEB Trust Fund in FY2020 to reduce long-term liability **is unfunded**

### **FY2020 Operating Budget and FY2020-2025 Capital Improvement Program include timeline include:**

- **December 2018:** Board Authorization of Public Hearing and Budget Deliberations
- **January – February 2019:** Budget Deliberations, Public Outreach and Public Comment Period
- **March 2019:** Board Adoption of FY2020 Budget
- **April 2019:** Submit Federal Grant Applications
- **July 2019:** FY2020 Fiscal Year Begins

## ■ Appendix



# FY2020-2025 Capital Funding

Funding Sources (\$ in Millions)	FY2020 Budget	FY2021 Plan	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	Total FY2020 - FY2025
<b>FEDERAL FUNDING</b>							
Federal Formula Programs	\$348	\$333	\$333	\$333	\$333	\$333	\$2,012
Federal PRIIA	\$149	\$149	\$149	\$149	\$149	\$149	\$891
Other Federal Grants	\$4	\$4	\$4	\$4	\$4	\$0	\$19
<b>TOTAL, Federal Grants</b>	<b>\$501</b>	<b>\$485</b>	<b>\$486</b>	<b>\$485</b>	<b>\$485</b>	<b>\$481</b>	<b>\$2,922</b>
<b>State and Local</b>							
Match to Federal Formula	\$87	\$83	\$83	\$83	\$83	\$83	\$503
System Performance	\$174	\$185	\$193	\$202	\$210	\$219	\$1,183
<b>Subtotal, Match and System Performance</b>	<b>\$261</b>	<b>\$268</b>	<b>\$277</b>	<b>\$285</b>	<b>\$293</b>	<b>\$302</b>	<b>\$1,686</b>
State and Local PRIIA	\$149	\$149	\$149	\$149	\$149	\$149	\$891
Other State and Local	\$1	\$1	\$1	\$1	\$1	\$0	\$5
Dedicated Funding	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000
Under/Over Debt Funded	(\$116)	(\$38)	\$15	\$108	\$165	\$192	\$326
<b>Subtotal, State &amp; Local</b>	<b>\$794</b>	<b>\$880</b>	<b>\$941</b>	<b>\$1,042</b>	<b>\$1,108</b>	<b>\$1,143</b>	<b>\$5,907</b>
Reimbursable Projects	\$78	\$130	\$80	\$77	\$34	\$19	\$418
Jurisdictional Planning Projects	\$3	\$3	\$3	\$3	\$3	\$3	\$18
<b>TOTAL, State and Local with Reimbursable</b>	<b>\$875</b>	<b>\$1,013</b>	<b>\$1,023</b>	<b>\$1,122</b>	<b>\$1,145</b>	<b>\$1,165</b>	<b>\$6,343</b>
<b>Grand Total</b>	<b>\$1,375</b>	<b>\$1,499</b>	<b>\$1,509</b>	<b>\$1,606</b>	<b>\$1,630</b>	<b>\$1,646</b>	<b>\$9,265</b>

*Assumes PRIIA is reauthorized.*

# Appendix IIA - FY2020 Jurisdictional Capital Contributions - Traditional

(\$ in Millions)		FY2020 Budget	FY2021 Plan	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2020 - FY2025
<b>Federal Formula Match &amp; System Performance</b>	<b>District of Columbia</b>	<b>\$90</b>	<b>\$94</b>	<b>\$97</b>	<b>\$99</b>	<b>\$101</b>	<b>\$103</b>	<b>\$585</b>
	Montgomery County	\$44	\$45	\$47	\$48	\$50	\$52	\$287
	Prince George's County	\$44	\$45	\$47	\$48	\$49	\$50	\$282
	<b>Maryland Subtotal</b>	<b>\$88</b>	<b>\$90</b>	<b>\$93</b>	<b>\$96</b>	<b>\$99</b>	<b>\$102</b>	<b>\$569</b>
	City of Alexandria	\$12	\$12	\$13	\$13	\$13	\$14	\$77
	Arlington County	\$22	\$23	\$23	\$24	\$25	\$26	\$144
	City of Fairfax	\$1	\$1	\$1	\$1	\$1	\$1	\$5
	Fairfax County	\$40	\$41	\$42	\$44	\$45	\$47	\$259
	City of Falls Church	\$1	\$1	\$1	\$1	\$1	\$1	\$5
	Loudoun County	\$6	\$6	\$7	\$7	\$7	\$8	\$42
	<b>Virginia Subtotal</b>	<b>\$82</b>	<b>\$83</b>	<b>\$86</b>	<b>\$90</b>	<b>\$93</b>	<b>\$97</b>	<b>\$531</b>
	<b>Subtotal</b>	<b>\$261</b>	<b>\$268</b>	<b>\$277</b>	<b>\$285</b>	<b>\$293</b>	<b>\$302</b>	<b>\$1,686</b>
<b>State and Local PRIIA</b>	District of Columbia	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	State of Maryland	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	Commonwealth of Virginia	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	<b>Subtotal</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$891</b>
<b>Dedicated Funding</b>	District of Columbia	\$179	\$179	\$179	\$179	\$179	\$179	\$1,071
	State of Maryland	\$167	\$167	\$167	\$167	\$167	\$167	\$1,002
	Commonwealth of Virginia	\$155	\$155	\$155	\$155	\$155	\$155	\$927
	Under/Over Debt Funded	(\$116)	(\$38)	\$15	\$108	\$165	\$192	\$326
	<b>Subtotal</b>	<b>\$384</b>	<b>\$462</b>	<b>\$515</b>	<b>\$608</b>	<b>\$665</b>	<b>\$692</b>	<b>\$3,326</b>
<b>Other</b>	Virginia DRPT (CMAQ Match)	\$1	\$1	\$1	\$1	\$1	\$0	\$5
	<b>Subtotal</b>	<b>\$794</b>	<b>\$880</b>	<b>\$941</b>	<b>\$1,042</b>	<b>\$1,108</b>	<b>\$1,143</b>	<b>\$5,907</b>
<b>Reimbursable Projects</b>	District of Columbia	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	State of Maryland	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	Commonwealth of Virginia	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	Reimbursable Projects	\$78	\$130	\$80	\$77	\$34	\$19	\$418
	<b>Subtotal</b>	<b>\$81</b>	<b>\$133</b>	<b>\$83</b>	<b>\$80</b>	<b>\$37</b>	<b>\$22</b>	<b>\$436</b>
<b>Grand Total</b>		<b>\$875</b>	<b>\$1,013</b>	<b>\$1,023</b>	<b>\$1,122</b>	<b>\$1,145</b>	<b>\$1,165</b>	<b>\$6,343</b>

## Appendix IIB - FY2020 Jurisdictional Capital Contributions - Training

(\$ in Millions)		FY2020 Budget	FY2021 Plan	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2020 - FY2025
<b>Federal Formula Match &amp; System Performance</b>	<b>District of Columbia</b>	<b>\$93</b>	<b>\$94</b>	<b>\$97</b>	<b>\$99</b>	<b>\$101</b>	<b>\$103</b>	<b>\$585</b>
	Montgomery County	\$46	\$45	\$47	\$48	\$50	\$52	\$287
	Prince George's County	\$45	\$45	\$47	\$48	\$49	\$50	\$282
	<b>Maryland Subtotal</b>	<b>\$91</b>	<b>\$90</b>	<b>\$93</b>	<b>\$96</b>	<b>\$99</b>	<b>\$102</b>	<b>\$569</b>
	City of Alexandria	\$12	\$12	\$13	\$13	\$13	\$14	\$77
	Arlington County	\$23	\$23	\$23	\$24	\$25	\$26	\$144
	City of Fairfax	\$1	\$1	\$1	\$1	\$1	\$1	\$5
	Fairfax County	\$39	\$41	\$42	\$44	\$45	\$47	\$259
	City of Falls Church	\$1	\$1	\$1	\$1	\$1	\$1	\$5
	Loudoun County	\$0	\$6	\$7	\$7	\$7	\$8	\$42
	<b>Virginia Subtotal</b>	<b>\$76</b>	<b>\$83</b>	<b>\$86</b>	<b>\$90</b>	<b>\$93</b>	<b>\$97</b>	<b>\$531</b>
	<b>Subtotal</b>	<b>\$261</b>	<b>\$268</b>	<b>\$277</b>	<b>\$285</b>	<b>\$293</b>	<b>\$302</b>	<b>\$1,686</b>
<b>State and Local PRIIA</b>	District of Columbia	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	State of Maryland	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	Commonwealth of Virginia	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	<b>Subtotal</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$891</b>
<b>Dedicated Funding</b>	District of Columbia	\$179	\$179	\$179	\$179	\$179	\$179	\$1,071
	State of Maryland	\$167	\$167	\$167	\$167	\$167	\$167	\$1,002
	Commonwealth of Virginia	\$155	\$155	\$155	\$155	\$155	\$155	\$927
	Under/Over Debt Funded	(\$116)	(\$38)	\$15	\$108	\$165	\$192	\$326
	<b>Subtotal</b>	<b>\$384</b>	<b>\$462</b>	<b>\$515</b>	<b>\$608</b>	<b>\$665</b>	<b>\$692</b>	<b>\$3,326</b>
<b>Other</b>	Virginia DRPT (CMAQ Match)	\$1	\$1	\$1	\$1	\$1	\$0	\$5
	<b>Subtotal</b>	<b>\$794</b>	<b>\$880</b>	<b>\$941</b>	<b>\$1,042</b>	<b>\$1,108</b>	<b>\$1,143</b>	<b>\$5,907</b>
<b>Reimbursable Projects</b>	District of Columbia	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	State of Maryland	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	Commonwealth of Virginia	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	Reimbursable Projects	\$78	\$130	\$80	\$77	\$34	\$19	\$418
	<b>Subtotal</b>	<b>\$81</b>	<b>\$133</b>	<b>\$83</b>	<b>\$80</b>	<b>\$37</b>	<b>\$22</b>	<b>\$436</b>
<b>Grand Total</b>		<b>\$875</b>	<b>\$1,013</b>	<b>\$1,023</b>	<b>\$1,122</b>	<b>\$1,145</b>	<b>\$1,165</b>	<b>\$6,343</b>

# Appendix IIC - FY2020 Jurisdictional Capital Contributions - No Bus

(\$ in Millions)		FY2020 Budget	FY2021 Plan	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2020 - FY2025
<b>Federal Formula Match &amp; System Performance</b>	<b>District of Columbia</b>	<b>\$91</b>	<b>\$95</b>	<b>\$97</b>	<b>\$99</b>	<b>\$101</b>	<b>\$104</b>	<b>\$586</b>
	Montgomery County	\$44	\$45	\$47	\$49	\$50	\$52	\$288
	Prince George's County	\$44	\$46	\$47	\$48	\$49	\$50	\$283
	<b>Maryland Subtotal</b>	<b>\$88</b>	<b>\$91</b>	<b>\$94</b>	<b>\$96</b>	<b>\$99</b>	<b>\$102</b>	<b>\$571</b>
	City of Alexandria	\$12	\$12	\$13	\$13	\$14	\$14	\$78
	Arlington County	\$22	\$23	\$23	\$24	\$25	\$26	\$144
	City of Fairfax	\$1	\$1	\$1	\$1	\$1	\$1	\$5
	Fairfax County	\$40	\$41	\$42	\$44	\$45	\$47	\$260
	City of Falls Church	\$1	\$1	\$1	\$1	\$1	\$1	\$5
	Loudoun County	\$6	\$6	\$6	\$6	\$7	\$7	\$38
	<b>Virginia Subtotal</b>	<b>\$82</b>	<b>\$83</b>	<b>\$86</b>	<b>\$90</b>	<b>\$93</b>	<b>\$96</b>	<b>\$529</b>
	<b>Subtotal</b>	<b>\$261</b>	<b>\$268</b>	<b>\$277</b>	<b>\$285</b>	<b>\$293</b>	<b>\$302</b>	<b>\$1,686</b>
<b>State and Local PRIIA</b>	District of Columbia	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	State of Maryland	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	Commonwealth of Virginia	\$50	\$50	\$50	\$50	\$50	\$50	\$297
	<b>Subtotal</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$149</b>	<b>\$891</b>
<b>Dedicated Funding</b>	District of Columbia	\$179	\$179	\$179	\$179	\$179	\$179	\$1,071
	State of Maryland	\$167	\$167	\$167	\$167	\$167	\$167	\$1,002
	Commonwealth of Virginia	\$155	\$155	\$155	\$155	\$155	\$155	\$927
	Under/Over Debt Funded	(\$116)	(\$38)	\$15	\$108	\$165	\$192	\$326
	<b>Subtotal</b>	<b>\$384</b>	<b>\$462</b>	<b>\$515</b>	<b>\$608</b>	<b>\$665</b>	<b>\$692</b>	<b>\$3,326</b>
<b>Other</b>	Virginia DRPT (CMAQ Match)	\$1	\$1	\$1	\$1	\$1	\$0	\$5
	<b>Subtotal</b>	<b>\$794</b>	<b>\$880</b>	<b>\$941</b>	<b>\$1,042</b>	<b>\$1,108</b>	<b>\$1,143</b>	<b>\$5,907</b>
<b>Reimbursable Projects</b>	District of Columbia	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	State of Maryland	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	Commonwealth of Virginia	\$1	\$1	\$1	\$1	\$1	\$1	\$6
	Reimbursable Projects	\$78	\$130	\$80	\$77	\$34	\$19	\$418
	<b>Subtotal</b>	<b>\$81</b>	<b>\$133</b>	<b>\$83</b>	<b>\$80</b>	<b>\$37</b>	<b>\$22</b>	<b>\$436</b>
<b>Grand Total</b>		<b>\$875</b>	<b>\$1,013</b>	<b>\$1,023</b>	<b>\$1,122</b>	<b>\$1,145</b>	<b>\$1,165</b>	<b>\$6,343</b>

## Appendix IIIA - FY2020 Jurisdictional Operating Contributions - Traditional

(\$ in Millions)	FY2019 Base	FY2020 Capped	% Growth	FY2020 Legislative Exclusions	% Growth	FY2020 New Initiatives	% Growth	FY2020 Total	Total
<b>District of Columbia</b>	<b>\$392</b>	<b>\$396</b>	<b>1.2%</b>	<b>\$16</b>	<b>4.2%</b>	<b>\$7</b>	<b>1.7%</b>	<b>\$419</b>	<b>7.0%</b>
Montgomery County	\$182	\$183	0.6%	\$9	4.9%	\$4	1.9%	\$195	7.5%
Prince George's County	\$231	\$233	0.7%	\$9	4.0%	\$3	1.4%	\$245	6.0%
<b>Maryland Subtotal</b>	<b>\$413</b>	<b>\$416</b>	<b>0.7%</b>	<b>\$18</b>	<b>4.4%</b>	<b>\$7</b>	<b>1.6%</b>	<b>\$441</b>	<b>6.7%</b>
City of Alexandria	\$45	\$45	1.3%	\$2	4.8%	\$1	2.1%	\$48	8.2%
Arlington County	\$75	\$76	1.2%	\$4	5.6%	\$2	2.5%	\$82	9.3%
City of Fairfax	\$3	\$3	0.0%	\$0	5.9%	\$0	2.4%	\$3	8.3%
Fairfax County	\$149	\$154	3.3%	\$8	5.3%	\$3	2.2%	\$165	10.7%
City of Falls Church	\$3	\$3	2.3%	\$0	4.2%	\$0	1.7%	\$3	8.3%
Loudoun County	\$0	\$18	100.0%	\$1	100.0%	\$1	100.0%	\$20	100.0%
<b>Virginia Subtotal</b>	<b>\$275</b>	<b>\$299</b>	<b>9.0%</b>	<b>\$16</b>	<b>5.8%</b>	<b>\$7</b>	<b>2.5%</b>	<b>\$322</b>	<b>17.2%</b>
<b>Total Contribution</b>	<b>\$1,079</b>	<b>\$1,111</b>	<b>3.0%</b>	<b>\$51</b>	<b>4.7%</b>	<b>\$20</b>	<b>1.9%</b>	<b>\$1,182</b>	<b>9.5%</b>



## Appendix IIIB - FY2020 Jurisdictional Operating Contributions - Training

(\$ in Millions)	FY2019 Base	FY2020 Capped	% Growth	FY2020 Legislative Exclusions	SL2 allocated to FFX & LC	% Growth	FY2020 New Initiatives	% Growth	Total FY2020	Total
<b>District of Columbia</b>	<b>\$392</b>	<b>\$403</b>	<b>3.0%</b>	<b>\$2</b>	<b>\$0</b>	<b>0.6%</b>	<b>\$5</b>	<b>1.3%</b>	<b>\$411</b>	<b>4.9%</b>
Montgomery County	\$182	\$187	3.0%	\$4	\$0	2.3%	\$5	2.7%	\$197	8.1%
Prince George's County	\$231	\$237	2.3%	\$4	\$0	1.6%	\$3	1.3%	\$244	5.2%
<b>Maryland Subtotal</b>	<b>\$413</b>	<b>\$424</b>	<b>2.7%</b>	<b>\$8</b>	<b>\$0</b>	<b>1.9%</b>	<b>\$9</b>	<b>2.2%</b>	<b>\$441</b>	<b>6.7%</b>
City of Alexandria	\$45	\$46	3.3%	\$0	\$0	0.9%	\$1	2.2%	\$48	6.5%
Arlington County	\$75	\$78	3.7%	\$0	\$0	0.4%	\$1	1.3%	\$79	5.4%
City of Fairfax	\$3	\$3	2.9%	\$0	\$0	3.0%	\$0	4.6%	\$3	10.6%
Fairfax County	\$149	\$154	3.2%	\$3	\$18	14.0%	\$4	2.7%	\$179	19.9%
City of Falls Church	\$3	\$3	3.9%	\$0	\$0	1.4%	\$0	0.0%	\$3	5.3%
Loudoun County	\$0	\$0	0.0%	\$0	\$18	0.0%	\$0	0.0%	\$18	100.0%
<b>Virginia Subtotal</b>	<b>\$275</b>	<b>\$284</b>	<b>3.4%</b>	<b>\$3</b>	<b>\$37</b>	<b>14.6%</b>	<b>\$6</b>	<b>2.2%</b>	<b>\$330</b>	<b>20.1%</b>
<b>Total Contribution</b>	<b>\$1,079</b>	<b>\$1,111</b>	<b>3.0%</b>	<b>\$14</b>	<b>\$37</b>	<b>4.7%</b>	<b>\$20</b>	<b>1.9%</b>	<b>\$1,182</b>	<b>9.5%</b>

## Appendix IIIC - FY2020 Jurisdictional Operating Contributions - No Bus

(\$ in Millions)	FY2019 Base	FY2020 Capped	% Growth	FY2020 Legislative Exclusions	% Growth	FY2020 New Initiatives	% Growth	FY2020 Total	Total
<b>District of Columbia</b>	<b>\$392</b>	<b>\$397</b>	<b>1.5%</b>	<b>\$16</b>	<b>4.2%</b>	<b>\$7</b>	<b>1.7%</b>	<b>\$420</b>	<b>7.3%</b>
Montgomery County	\$182	\$184	1.3%	\$9	4.9%	\$4	1.9%	\$197	8.1%
Prince George's County	\$231	\$234	1.1%	\$9	4.0%	\$3	1.4%	\$246	6.5%
<b>Maryland Subtotal</b>	<b>\$413</b>	<b>\$418</b>	<b>1.2%</b>	<b>\$18</b>	<b>4.4%</b>	<b>\$7</b>	<b>1.6%</b>	<b>\$443</b>	<b>7.2%</b>
City of Alexandria	\$45	\$46	1.8%	\$2	4.8%	\$1	2.1%	\$49	8.7%
Arlington County	\$75	\$77	1.7%	\$4	5.6%	\$2	2.5%	\$83	9.8%
City of Fairfax	\$3	\$3	1.2%	\$0	5.9%	\$0	2.4%	\$3	9.5%
Fairfax County	\$149	\$155	4.2%	\$8	5.3%	\$3	2.2%	\$166	11.6%
City of Falls Church	\$3	\$3	2.9%	\$0	4.2%	\$0	1.7%	\$3	8.9%
Loudoun County	\$0	\$13	100.0%	\$1	100.0%	\$1	100.0%	\$15	100.0%
<b>Virginia Subtotal</b>	<b>\$275</b>	<b>\$296</b>	<b>7.7%</b>	<b>\$16</b>	<b>5.8%</b>	<b>\$7</b>	<b>2.5%</b>	<b>\$318</b>	<b>15.9%</b>
<b>Total Contribution</b>	<b>\$1,079</b>	<b>\$1,111</b>	<b>3.0%</b>	<b>\$51</b>	<b>4.7%</b>	<b>\$20</b>	<b>1.9%</b>	<b>\$1,182</b>	<b>9.5%</b>



**Safety and Operations Committee**

**Information Item IV-A**

**December 13, 2018**

**FY2020 Station Platforms Project**

Washington Metropolitan Area Transit Authority

## Board Action/Information Summary

☐ Action ☒ Information

MEAD Number:  
202036

Resolution:  
☐ Yes ☒ No

### TITLE:

FY20 Station Platform Project

### PRESENTATION SUMMARY:

Discuss FY2020 planned service outages to repair 20 station platforms, which will close six stations in Northern Virginia during summer 2019 and affect approximately 8 percent of peak weekday riders. Provide a progress report on efforts to develop travel alternatives for impacted customers, Metro's customer research and communications plan, and customer retention initiatives.

### PURPOSE:

Update the Board on work underway with regional transportation partners to develop a robust mitigation plan, including promotions to retain riders and encourage them to return when the work is completed.

### DESCRIPTION:

Metro staff are preparing for the first phase of the Platform Rehabilitation Project in summer 2019, with service alternatives, customer communications, and ridership retention strategies being refined based on information gained during SafeTrack and recent customer research.

Unlike SafeTrack, Metrorail customers are now familiar with line segment shutdowns and the use of temporary service alternatives. Metro no longer wants to deliver the "stay away" message that was required when the emergency SafeTrack program was introduced. Instead, the goal is to provide customers with more information about where service is running and what their options are for traveling around the shutdown, as well as information when service returns to normal and possible promotions to return to Metro.

### Key Highlights:

- In FY20, major service outages are scheduled to enable the rehabilitation of station platforms:
  - May 25 – September 2, 2019: Shutdown BL/YL south of National Airport

- September 3 – 29, 2019: Single tracking on BL, between Van Dorn St – Franconia-Springfield
- The closure of these six Metrorail stations will impact approximately 17,000 weekday rush hour customers, or 8 percent of peak weekday ridership.
- Metro is working with regional partners to develop a robust mitigation plan for the summer 2019 service outage and a campaign to inform customers of their travel options.
- Recent customer research has found that the majority of impacted customers are aware of next summer's shutdown, and they plan to research alternative travel options less than three months before the shutdown start date.

### **Background and History:**

In FY20, Metro will begin the first phase of a major capital project to rebuild 20 outdoor station platforms. From Memorial Day to Labor Day (May 25 – September 2, 2019), six Metrorail stations in Virginia on the Blue/Yellow Lines will be closed for platform reconstruction and other major capital work: Braddock Road, King St-Old Town, Eisenhower Ave, Huntington, Van Dorn St, and Franconia-Springfield. The Ronald Reagan Washington National Airport Metrorail station will remain open and represents the southernmost terminus on the Blue/Yellow lines during summer 2019.

On a typical weekday during peak periods, the six stations that will be closed in summer 2019 record about 17,000 entries per AM Peak, which is approximately 8 percent of the 212,000 AM Peak entries systemwide.

Experience from SafeTrack has shown that approximately 60 percent of daily Metrorail riders will take advantage of the free substitute bus shuttles and connect back to Metrorail.

### **Discussion:**

#### **VIRGINIA COORDINATION EFFORTS**

Metro is leading, with the support of the Northern Virginia Transportation Commission (NVTC), a Northern Virginia stakeholder group using the SafeTrack coordination effort as the model. The group has over 140 members and includes representatives from Northern Virginia local governments, state government, VA Congressional offices, the federal government, transit providers, and police and emergency management. Following a kickoff in May 2018, the group convenes by regular conference calls that will continue monthly.

Metro and stakeholders use the time to coordinate mitigation efforts and report

progress on planning for the summer 2019 platform work. The group maintains a tracking list of outstanding follow-up items. It is also an opportunity to ensure coordination and share information on major transportation projects in the region such as the I-395 HOT lane construction (VDOT), Memorial Bridge reconstruction (NPS), National Airport construction (MWAA), and the King-Street Old Town Station Bus Bay project (Alexandria).

In addition, two other groups have met to begin planning for the summer 2019 work: (1) the regional bus providers who are developing a bus alternatives plan and (2) regional representatives who are developing Transportation Demand Management (TDM) and other mitigation strategies. Both of these groups support and inform the Virginia stakeholder group coordinated by Metro and NVTC.

### **NoVa CUSTOMER RESEARCH**

Metro conducted customer research this fall to learn firsthand from Northern Virginia customers about their preferred service alternatives, as well as the best ways to communicate information related to service disruptions. The survey targeted regular riders with registered SmarTrip® cards who use the six impacted stations.

Some of the top findings include:

- Seven in 10 registered SmarTrip® users are already aware of the 2019 shutdown
- Most customers will begin researching alternative travel options less than three months before the shutdown start date
- The three most effective modes of communication are:
  - Metro emails or text messages
  - Posters in Metro stations
  - Brochures distributed at Metro stations
- Social media platforms were the least preferred forms of communication
- Half of the customers affected by the shutdown plan to use free Metro shuttle buses
- The expected use of the various options are (customers could choose more than one option):
  - Metro shuttle buses – 53%
  - Drive own car – 43%
  - Regular Metro buses – 33%
  - Uber/Lyft – 22%
  - VRE – 20%
- Expected use of regular Metrobus routes (8Z, 10A, 11Y, 21A, and Metroway) is relatively low, but we may be able to increase it through advertising/messaging

## **DRAFT MITIGATION PLAN**

Based on initial discussions with our partners and customer research, Metro staff have prepared a draft mitigation plan that includes:

1. Free bus shuttles replacing rail service for the six closed stations
  - a. Express shuttles to Pentagon (from Franconia-Springfield and Huntington Stations)
  - b. Two local bus shuttles connecting closed stations
2. Supplemental existing Metrobus service on Metroway, 8Z, 10A, 11Y, and 21A
3. Local service enhancements and travel alternatives provided by jurisdictions

The following is the preliminary Metrobus service plan, which based on previous shutdown experience and customer research, anticipates approximately 60 percent of regular rail riders in the corridor will use bus alternatives.

Route	Days	Span
8Z	wk	5:35am - 8:50pm (midday service ac
10A	wk	4:25am - 1:46am
11Y	wk	6:31am - 9:03am 4:10pm - 7:24pm
21A	wk	5:35am - 7:47pm (midday service ac
Metroway	wk	5:30am - 9am 3:30pm - 7:30 pm
Shuttle 1 Express shuttle btw Franconia-Springfield and Pentagon Transit Center	wk, Sa, Su	5:30am - Midnight
Shuttle 2 Local shuttle btw Franconia-Springfield, Van Dorn St, King St, and National Airport	wk, Sa, Su	5:30am - Midnight
Shuttle 3 Express shuttle btw Huntington and Pentagon Transit Center	wk, Sa, Su	5:30am - Midnight
Shuttle 4 Local shuttle btw Huntington, Eisenhower Ave, King St, Braddock Rd, and Crystal City	wk, Sa, Su	5:30am - Midnight

\*\* - Buses required will supplement existing service

^ - Buses required to provide midday service

## **COMMUNICATIONS**

Metro, NVTC, Northern Virginia jurisdictions, and the Commonwealth of Virginia will work together to ensure there is a high level of communication to all stakeholders, including customers, elected and government officials, and local business and community groups.

Similar to the SafeTrack project, Metro will develop a dedicated project website to provide up-to-date information and link to other regional resources. Metro will distribute targeted outreach materials to customers at the impacted locations and will share those materials with other stakeholders to post on their own websites, share by social media, share with elected officials, and provide at key commuting locations.

Based on customer feedback, new communications and outreach tactics may be created to better inform customers about travel alternatives. For example, the campaign may include an effort to increase familiarity with local bus routes, which research has found is very low among regular rail riders at the impacted stations. Also, service alternatives may be presented in a more targeted fashion to provide specific alternatives to customers based on their regular travel patterns.

### **FUNDING IMPACT:**

No funding impact at this time.	
Project Manager:	Lynn Bowersox
Project Department/Office:	Customer Service, Communications and Marketing

### **TIMELINE:**

<b>Previous Actions</b>	May 2018: Platform rehabilitation program announced  October 2018: NoVa customer research conducted
<b>Anticipated actions after presentation</b>	Early 2019: roll out mitigation campaign to prepare communities and riders  May 25 – September 2, 2019: Shutdown BL/YL south of National Airport  September 3 – 29, 2019: Single tracking on BL, between Van Dorn St – Franconia-Springfield



**RECOMMENDATION:**

This is an information item. No Board actions recommended.

# FY20 Station Platform Projects

Safety and Operations Committee  
December 13, 2018



## Purpose

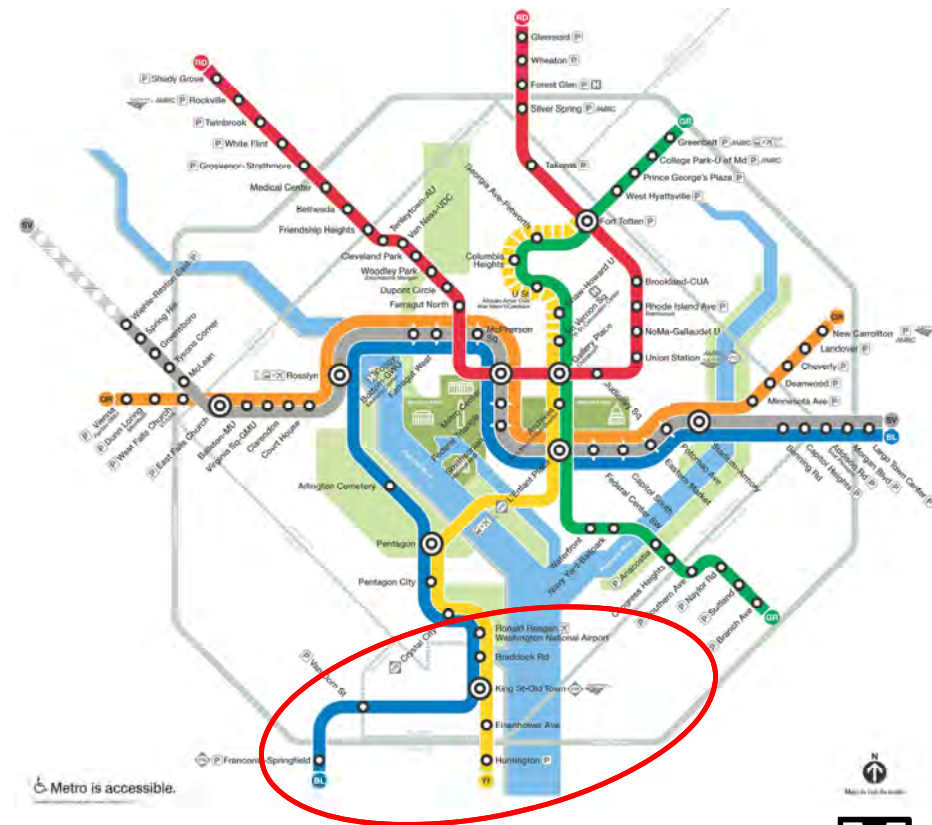
- Provide the Board with further details on FY20 station platform projects that will close 6 stations and impact 8% of weekday riders
- Preview draft mitigation plans prepared in cooperation with jurisdictions
- Highlight development of customer retention initiatives

## Major Outage Guidelines to Minimize Customer Impacts

- No station should experience two major outages in a three-year period
- Focus construction on summer and major holiday weekends to reduce impact on loyal commuters
- Concentrate work to minimize impact to riders, rather than conducting a series of smaller outages
- Deliver best possible service outside work zone
- Provide public notification several months in advance

# Capital Investment: Platform Rehabilitation Project

- **May 25 – September 2, 2019:**
  - Shutdown BL/YL south of National Airport
  - Stations Closed: Braddock Rd, King St, Eisenhower Ave, Huntington, Van Dorn St, Franconia-Springfield
  - During a typical weekday rush hour, approx. 17,000 customers board at these six stations (8% of ridership)
- **September 3 – 29, 2019:**
  - Single tracking on BL, between Van Dorn St – Franconia-Springfield
  - BL trains every 24 minutes





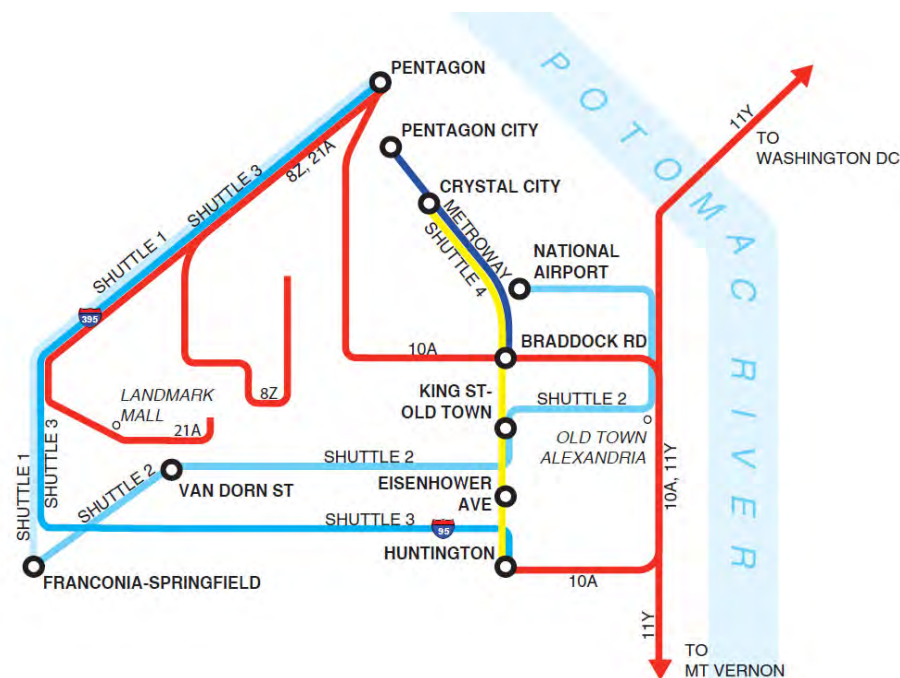
## Regional Network Coordination

### ■ Planning Underway for Summer 2019 Mitigations

- Northern Virginia Stakeholder Group led by Metro and supported by the Northern Virginia Transportation Commission (NVTC)
- More than 140 members: local government, state government, Congressional offices, federal government, transit providers, police and emergency management, MWAA
- Using SafeTrack coordination effort as model

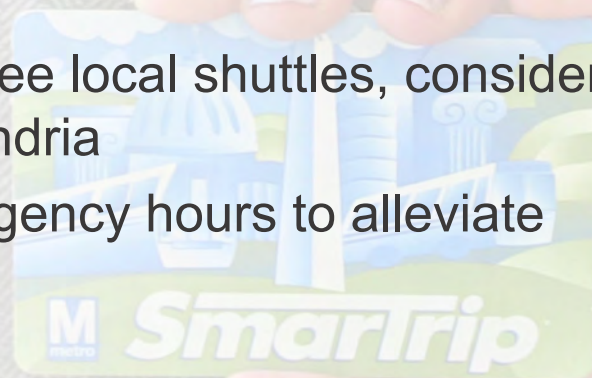
# Service Alternatives – Initial Metrobus Planning

- Free express bus shuttles to Pentagon
  - From Franconia-Springfield and Huntington stations
- Free local bus shuttles connecting closed stations
  - Franconia-Springfield, Van Dorn St, King St-Old Town and National Airport
  - Huntington, Eisenhower Ave, King St-Old Town, Braddock Rd and Crystal City
- Additional capacity on existing routes
  - 8Z, 10A, 11Y, 21A, Metroway
- Preliminary Metrobus plan anticipates approx. 60% of regular rail riders in corridor will use bus alternatives



# Local Operator Service Enhancements

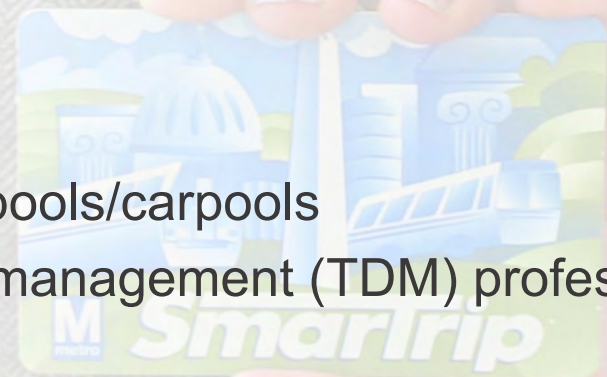
- Local operator service enhancements under consideration:
  - Fairfax Connector: supplement existing routes, shuttle connecting Huntington North and South
  - Alexandria DASH: operation of one of the free local shuttles, considering expanded trolley service in Old Town Alexandria
  - OmniRide: shuttles to VRE stations, contingency hours to alleviate overcrowding
  - Arlington ART: added capacity



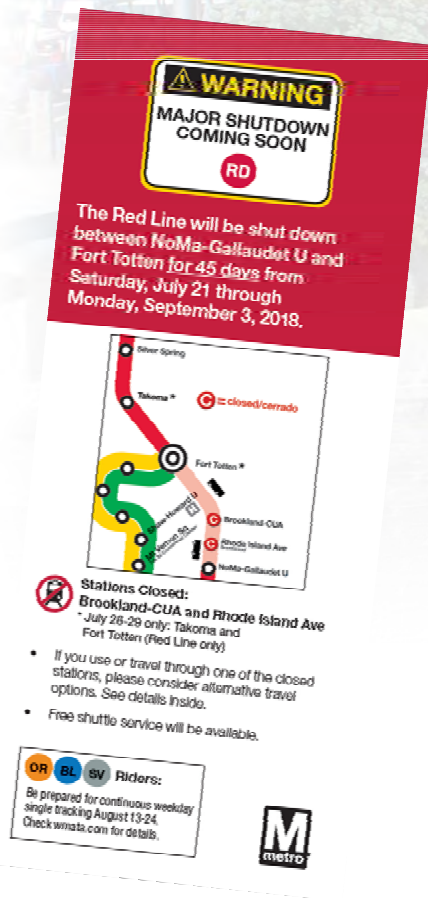


## Alternative Travel Options and Demand Management

- WMATA is working with state and regional representatives on:
  - Promotion of park and ride locations
  - Promotion of existing transit service
  - Telework policies
  - Signal prioritization and dedicated lanes
  - Outreach to slugging community and vanpools/carpools
  - Coordination with transportation demand management (TDM) professionals
  - Additional capacity on VRE



# Learning from Summer 2018 Red Line Shutdown

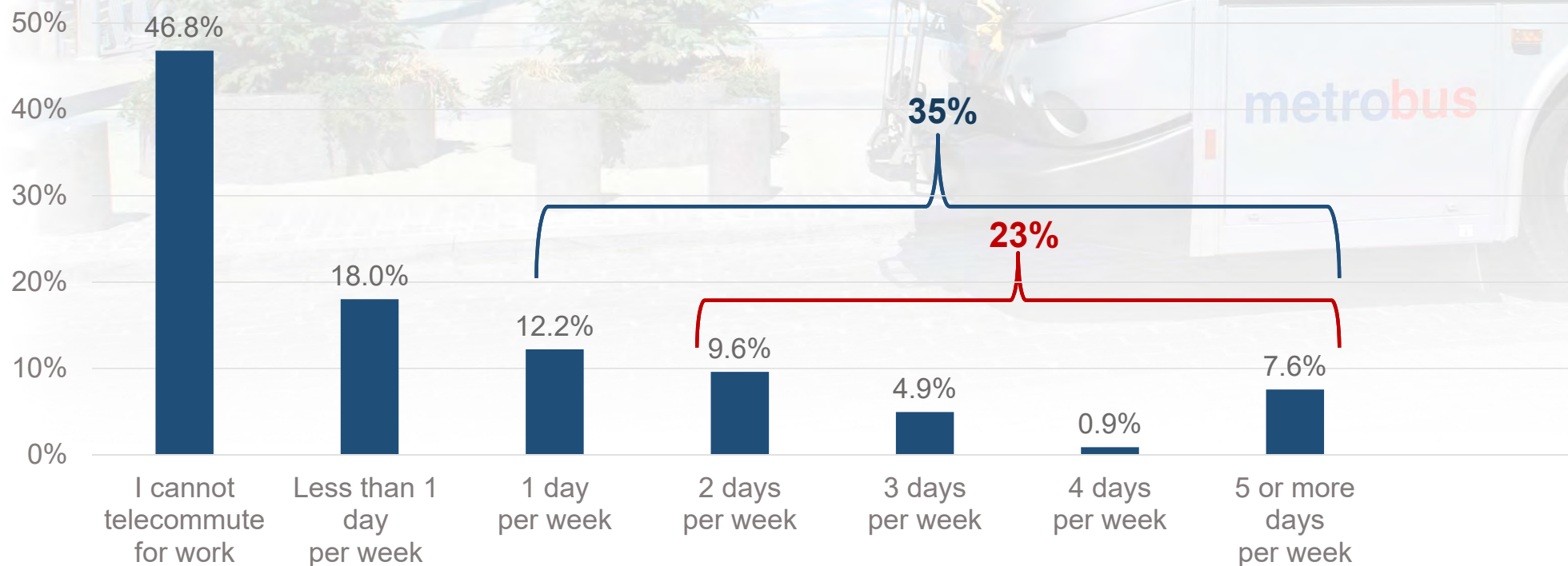


	Agree
I know why Metro is suspending service between Fort Totten and NOMA-Gallaudet stations.	60%
I trust that the service suspensions are necessary.	66%
I was informed early enough about the service shutdowns on the Red Line.	72%
I was reminded early enough about the service shutdowns on the Red Line.	73%
I have a good understanding of my alternative travel options between late July and early September.	62%

## Customer Research – Summer 2018 Red Line Shutdown

1 in 3 affected customers have the option of telecommuting 1+ days per week  
1 in 4 can telecommute 2+ days per week

How often can you telecommute for work?



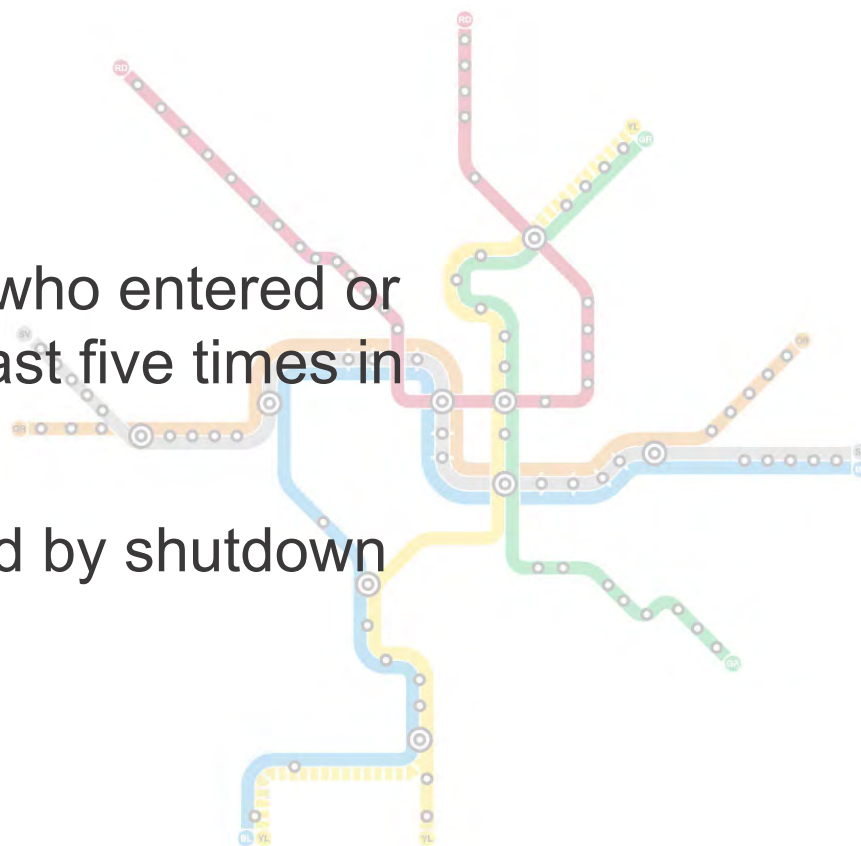


# Learning from Summer 2018 Red Line Shutdown

- Customers want personalized service alternatives based on their stations and travel patterns
- Increase use of email and text messaging for customer notification
- Ensure accuracy and maintenance of signage
- Improve messaging to set expectations about trip times on bus shuttles and other travel alternatives
- Provide clarity about frequent service available beyond work zone

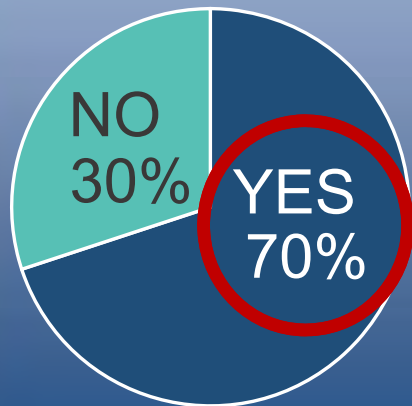
## NoVa Customer Research

- Conducted October 2018
- Surveyed existing Metrorail customers who entered or exited one of the affected stations at least five times in September 2018
- More than 10% of 17,000 riders affected by shutdown took survey

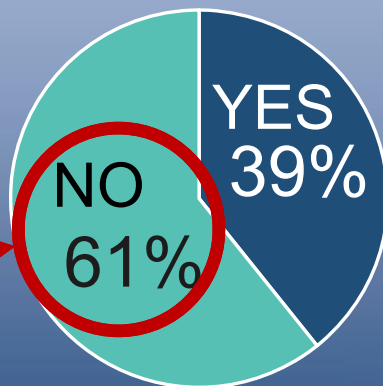


## Customer Research – Impacted NoVa Riders

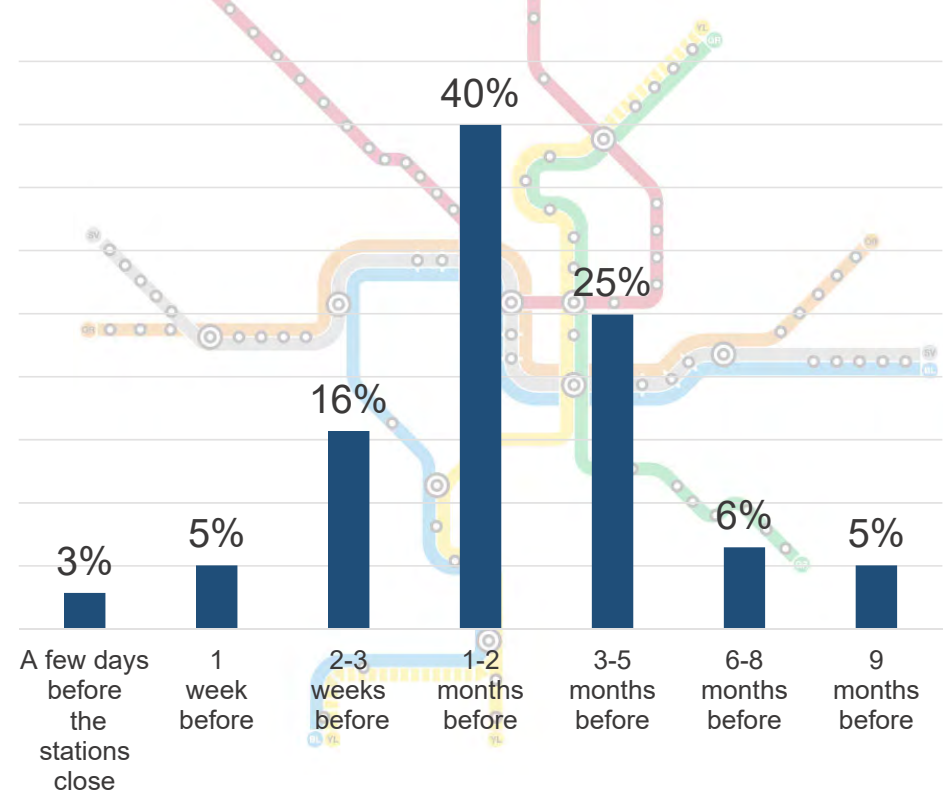
Were you aware of the 2019 shutdowns before taking survey?



Have you already researched travel alternatives?

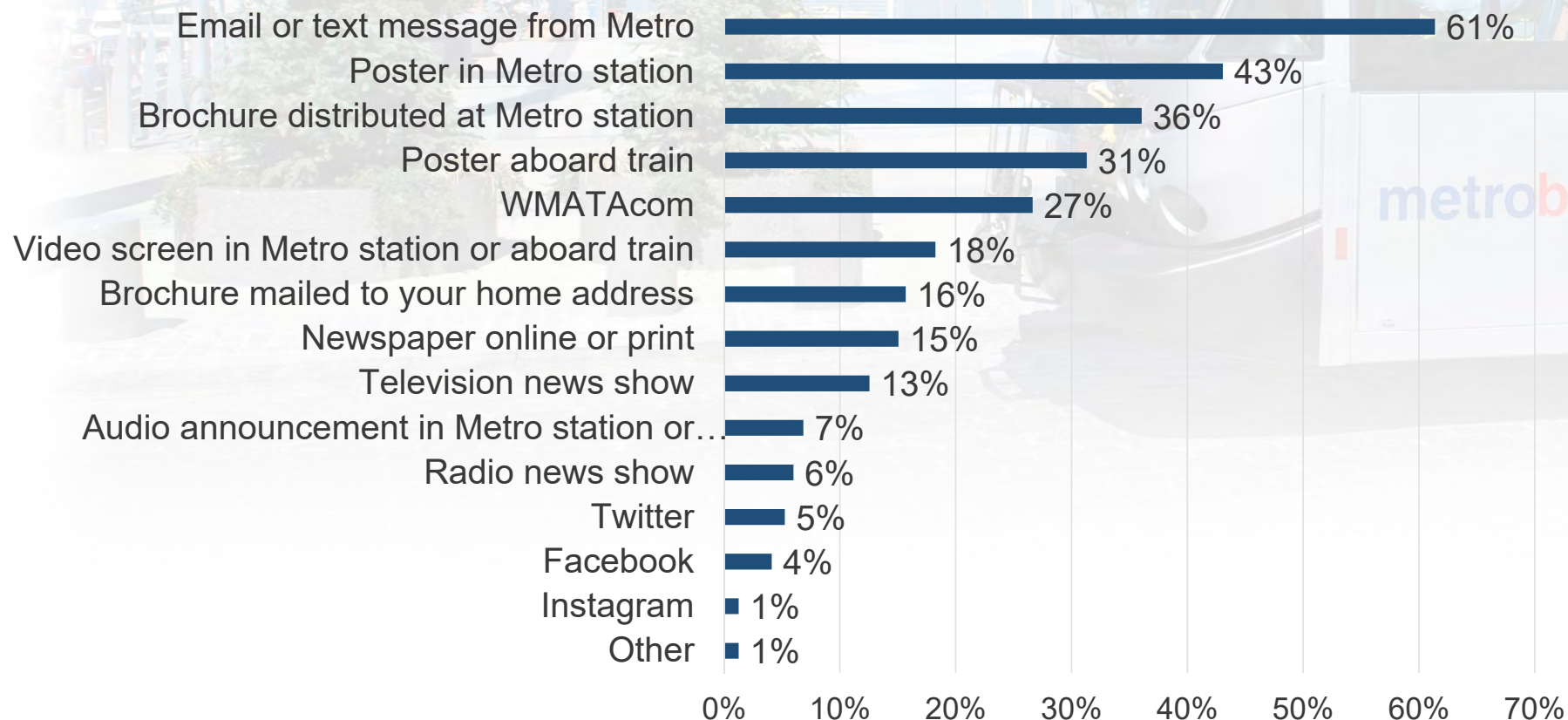


When are you likely to research travel alternatives for next summer?



## Customer Research – Impacted NoVa Riders

What is the best way to communicate information to you about alternative travel options?  
Select top 3 sources.

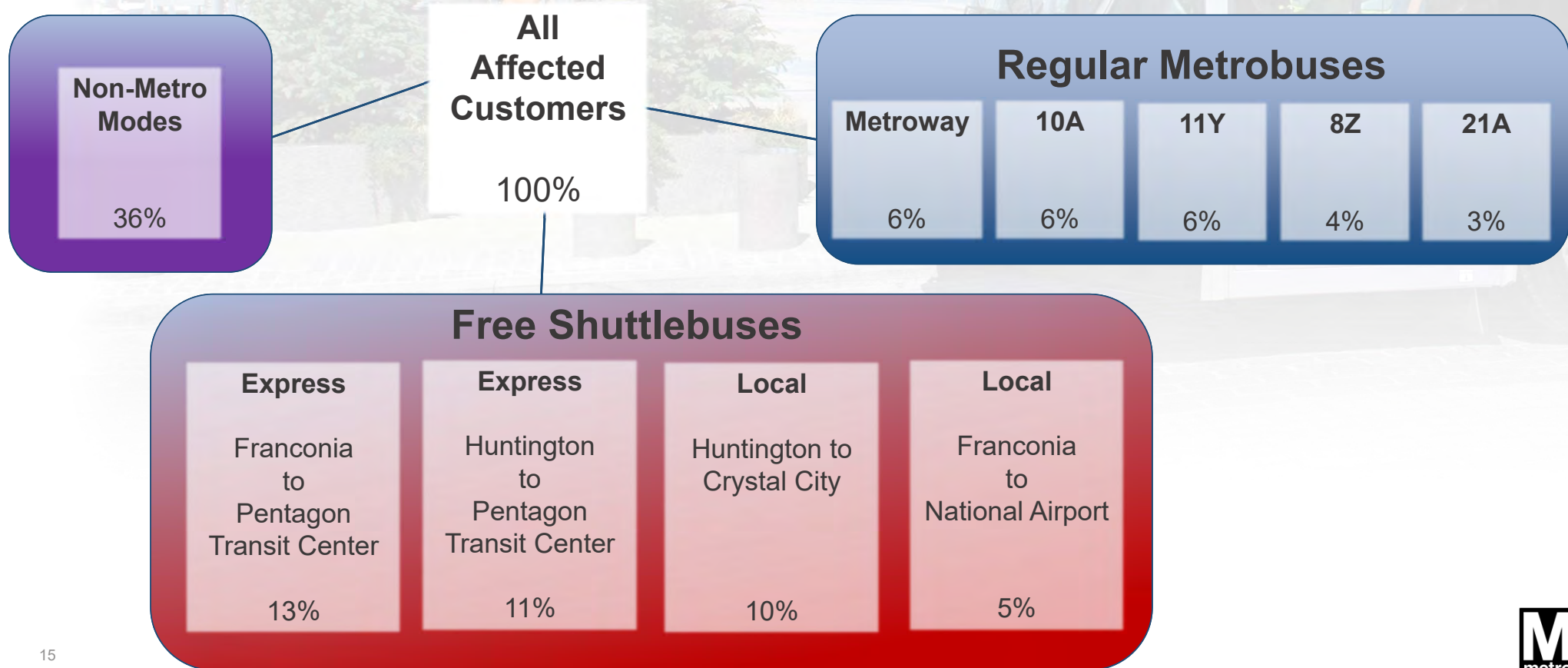


WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



## Expected Demand for Alternatives

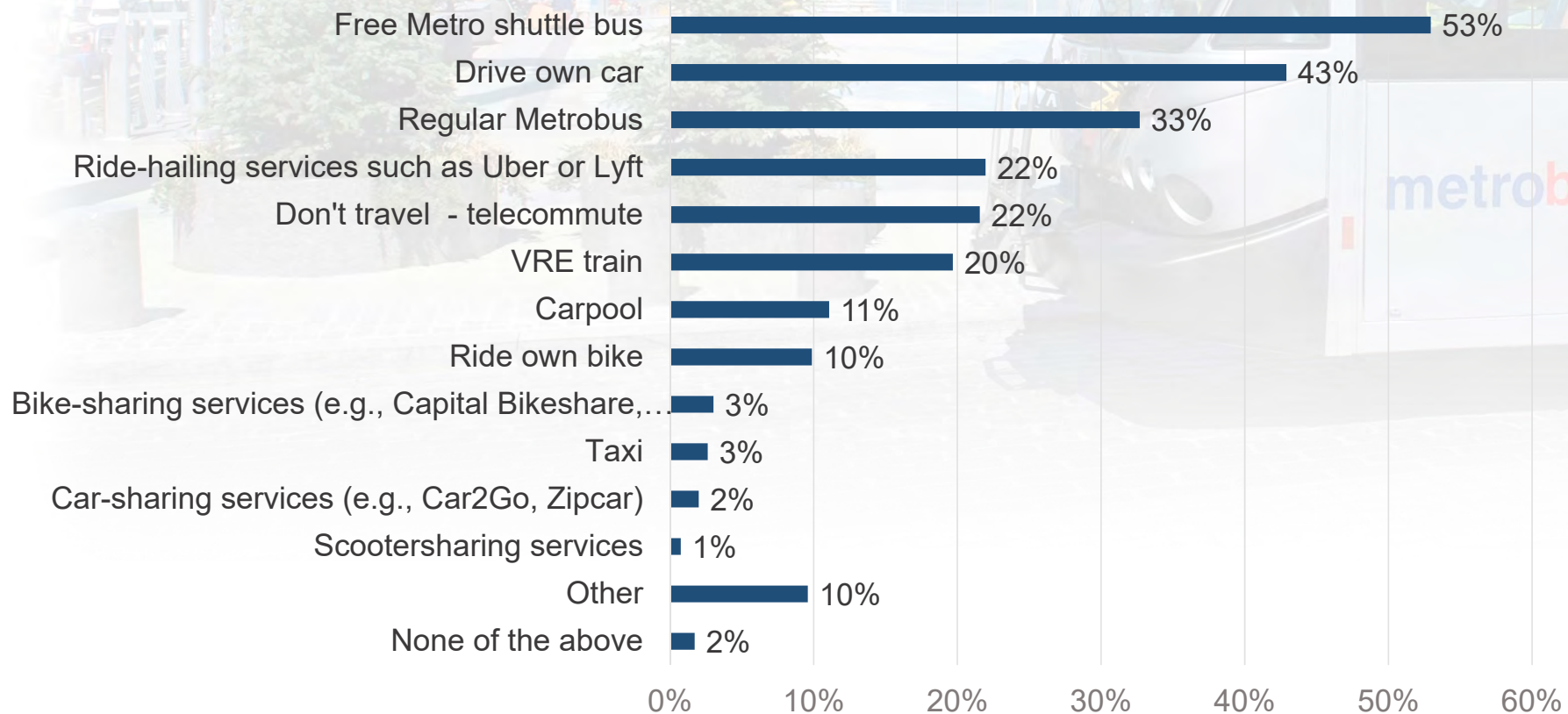
Would you use these alternatives? “*Certainly Yes*” responses only





## Customer Research – Impacted NoVa Riders

Which alternative travel modes do you expect to use more often when the stations south of National Airport are closed? Please select all that apply or "none of the above."



## Board Policy Matters

- Staff evaluating potential discounts or incentives to retain riders during shutdown
- Analysis underway to determine what offering could be made to demonstrate appreciation for customer patience and incentivize riders to return after shutdown



# Next Steps

- Finalize travel alternatives from Metro and regional providers
- Complete evaluation of promotion and incentive strategies and return to Board for approval
- Customers notification beginning in spring 2019





**NVTC INTERIM WMATA COMMITTEE MEETING  
WEDNESDAY, JANUARY 16, 2019  
NVTC Conference Room – Suite #620  
2300 Wilson Blvd. – Arlington, VA 22201**

**8:30 A.M.**

**PRELIMINARY AGENDA**

1. Approval of the December 19, 2018 Interim WMATA Committee Meeting Summary
2. NVTC WMATA Committee & WMATA 101
3. WMATA Committee and Board of Directors Items
  - a. WMATA General Manager's Proposed FY20 Budget
  - b. Other Items
4. NVTC WMATA Committee Draft Schedule for 2019
  - a. Approve 2019 Committee Schedule
5. Other Items of Jurisdictional Importance