



# NVTC WMATA Committee Meeting

**April 21, 2022**

**Meeting materials available at [www.novatransit.org](http://www.novatransit.org)**

# **Committee Meeting Agenda**

- 1. Review January 20, 2022 Meeting Summary**
- 2. Presentation from WMATA Staff on WMATA's Bus Priority Program**
- 3. How WMATA is Funded in Virginia**
- 4. Update on WMATA's FY 2024 Operating Budget Gap**
- 5. Updates from the VA WMATA Board Members**
- 6. NVTC Program Updates**

**Agenda Item #2:**  
**Presentation From WMATA**  
**Staff on WMATA's Bus**  
**Priority Program**

# NVTC WMATA Committee Meeting

Bus Transformation Project  
and Bus Priority

April 21, 2022



## Purpose and Background

### Review Bus Transformation Project (BTP) Progress:

- Designed to transform the bus system to provide **fast, frequent, reliable, affordable service** that feels **unified** and **advances transit equity**
- More than a year of public and stakeholder input developed four strategies and **26 recommendations** to improve bus

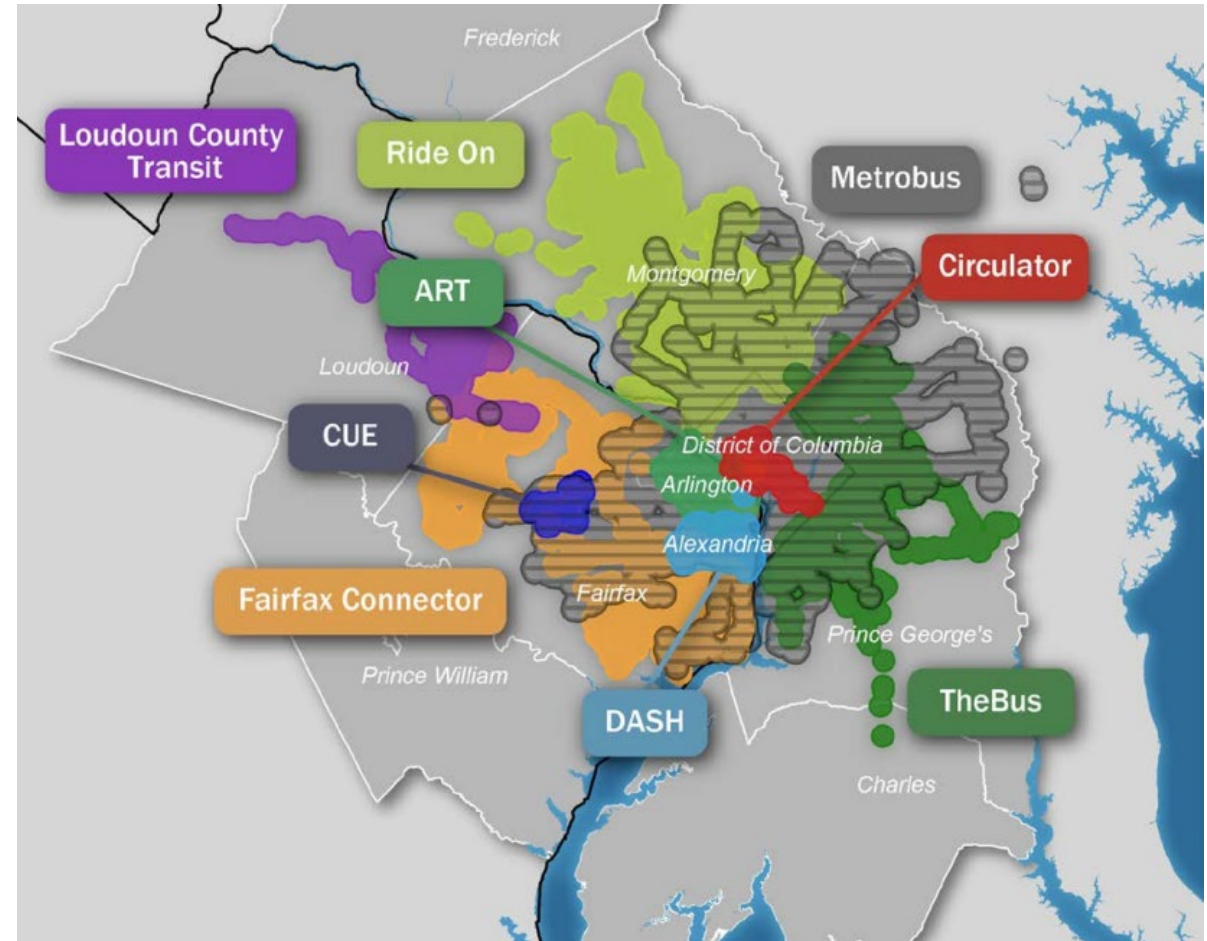
### Bus Priority Updates and Partnership Opportunities



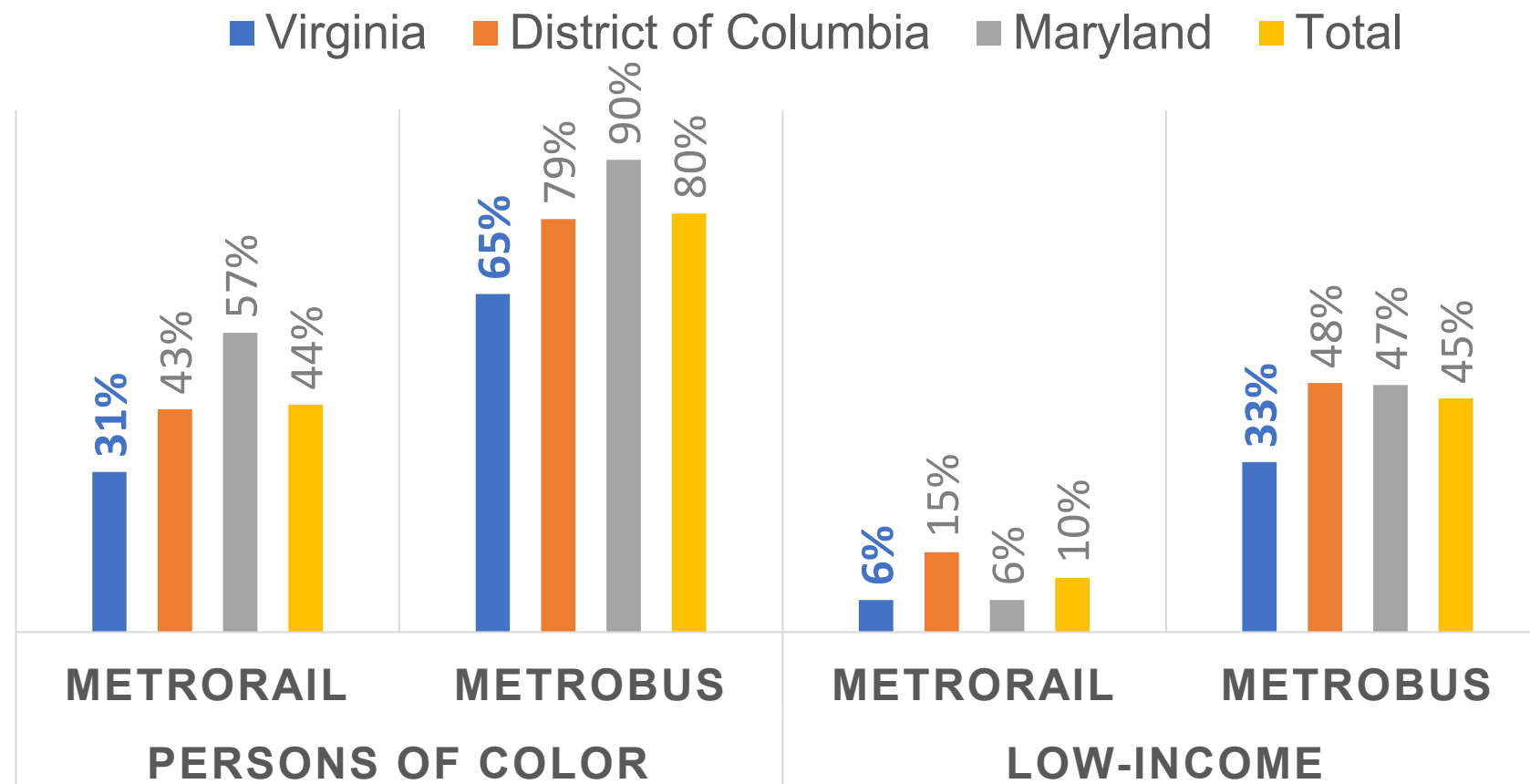


# Buses Move the Region

- A major part of the Washington area's transportation system, connecting residents to destinations
  - Provided by **nine operators**, including Metrobus
  - Since start of the pandemic, Metrobus has carried more riders than Metrorail
- Needs improvement to meet needs of region, especially riders who rely on it most



# Metrorail vs. Metrobus Demographics in Virginia



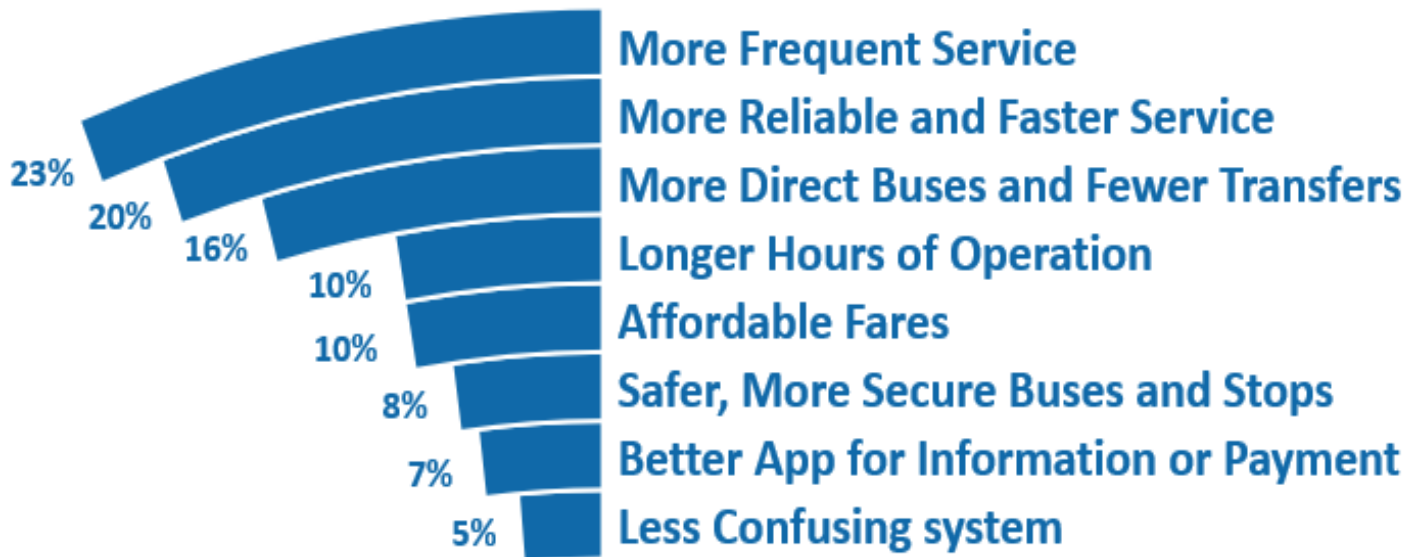
Persons of Color = Non-white or Hispanic

Low-income = Household income of \$30,000 or lower per year

Source: 2016 Metrorail Survey; 2018 Metrobus Survey

# Current and Potential Customers' Priorities

## Survey Example: Bus Customer Priorities



Respondents were asked to prioritize improvements to local bus service by apportioning “coins” from a hypothetical budget of 20 coins to eight different categories of improvement types based on their preferences.

Run more buses!

...ridership here would increase exponentially if buses were frequent and preferably in dedicated lanes

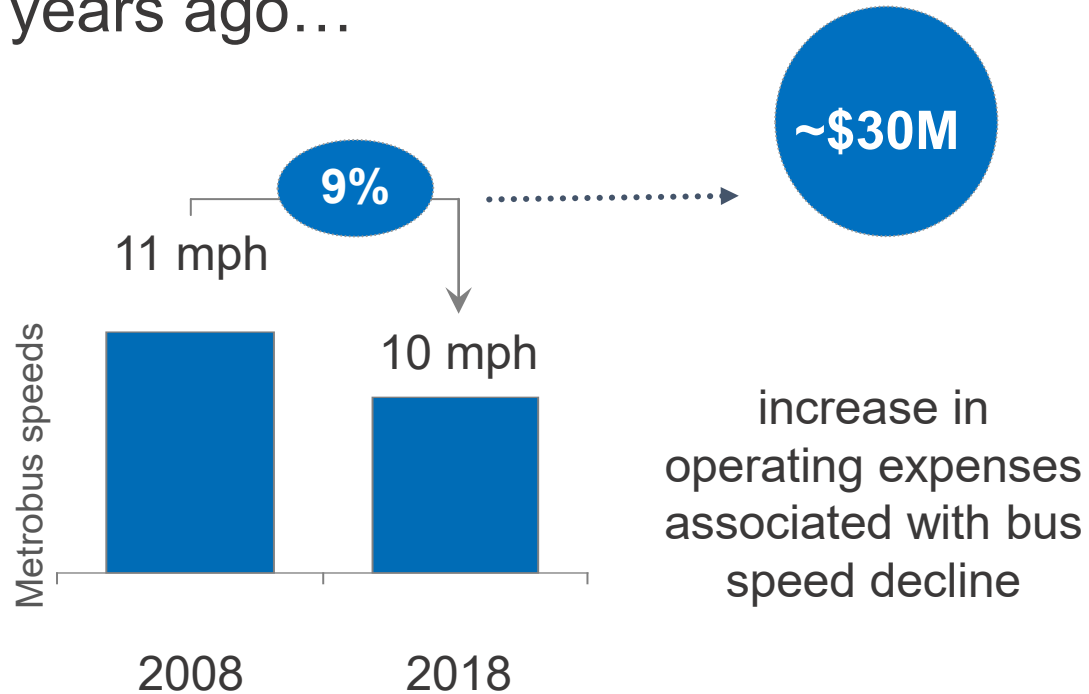
Frequent service that is available 7 days a week is critical to building a useful transit network that people can rely on for all their needs

Metro buses come fairly frequently (every 10-15 minutes) which is very convenient because then I can leave work whenever I want and always know a bus will be there soon



# Buses face on-route challenges

Pre-Covid, buses got slower than 10 years ago...



...as a result of multiple changes to the landscape

- Increased **congestion**
- On-street **parking**
- Proliferation of **bus stops**
- **Curbside** developments
- Elimination of historical **bus lanes**
- Lack of **enforcement** for deliveries, taxis, etc. in bus lanes and at stops

Source: National Transit Database, WMATA FY19 budget. BCG Analysis

# Bus Transformation Project | Strategies



1

## Frequent and Convenient Bus Service

Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth



2

## Bus Priority on Roadways

Give buses priority on roadways to move people quickly and reliably



3

## Customer Experience

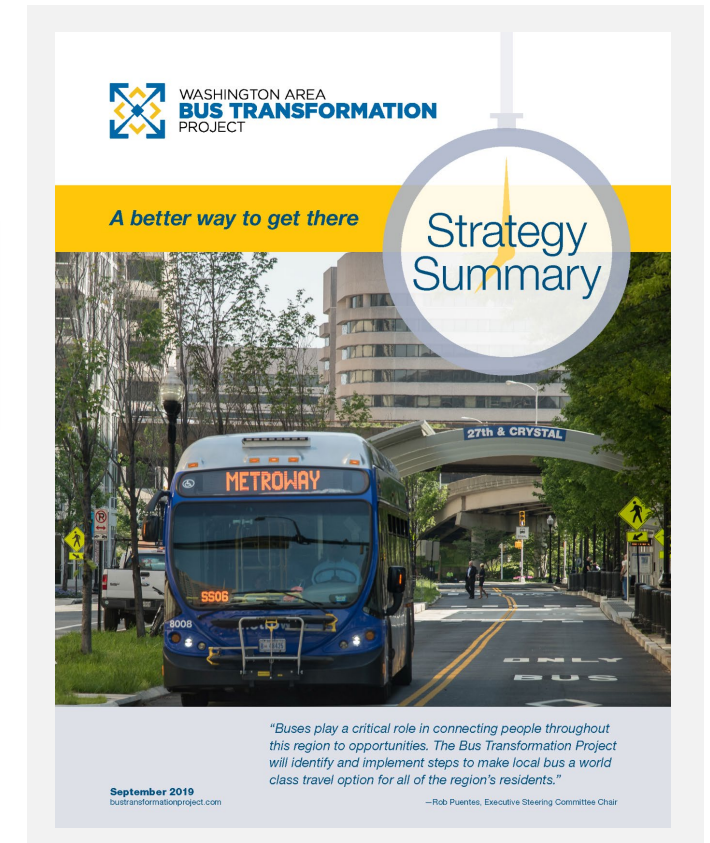
Create an excellent customer experience to retain and increase ridership



4


## Task Force to Implement the Strategy

Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system



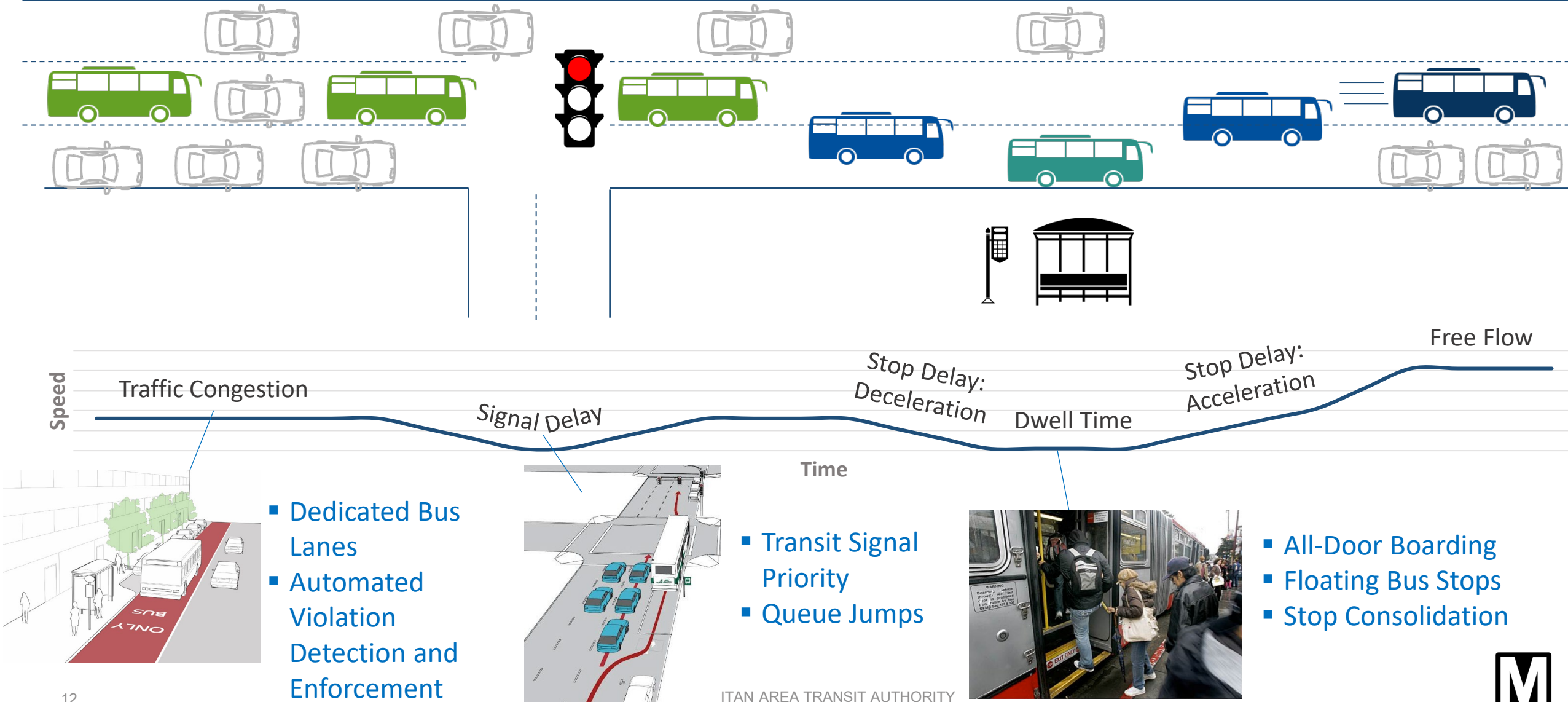
## 2. Bus Priority on Roadways

Progress since the Board's endorsement in January 2020

<b>F</b>	Commitments from state and local agencies to expedite coordinated implementation of bus priority	<b>DDOT - Bus lanes, TSP, Queue Jumps, and Violation Detection; Montgomery and Prince George's Counties - Queue Jumps and Tactical Bus Lanes; Northern Virginia – TSP, All-door Boarding</b>
<b>G</b>	Enforcement policies that establish bus priority	Project underway to launch a bus-mounted, fully-automated Bus Priority Violation Detection System (VDS) in coordination with jurisdictions
<b>H</b>	Capital program at Metro for bus priority projects	 Bus Priority team and programmed CIP
<b>I</b>	Regional congestion mitigation efforts	WMATA prepared to support regional efforts

*Note:* Board priority recommendations are in **bold**

# Bus Priority Treatments to Improve Speed and Reliability





## Bus Priority Progress in Region



Metroway in Alexandria and Arlington, VA



Bus Lanes in Silver Spring, MD



A Bus Priority Queue Jump Signal in DC



Bus Lanes in DC



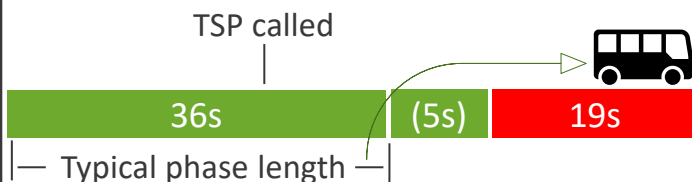
Montgomery County's Flash BRT Service



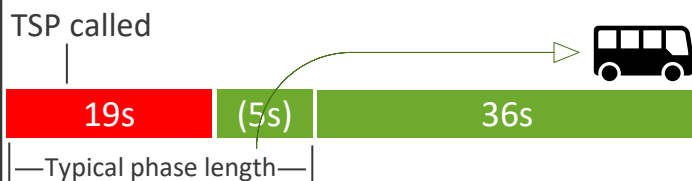
## Active projects include both managing and coordinating programs

### 1 Transit Signal Priority (TSP)

#### a. Extended green

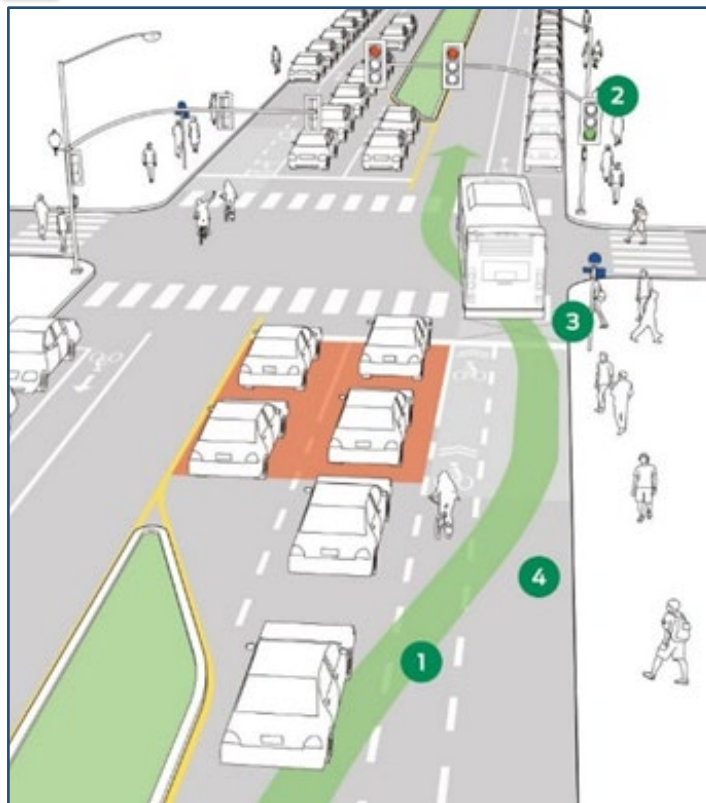


#### b. Truncated red



Buses request an extended green or truncated red light to reduce wait times

### 2 Queue Jumps (QJs)



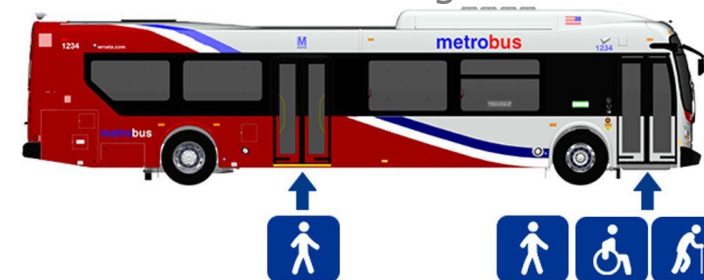
Give buses a head start with additional travel lane and special signal

### 3 Violation Detection System



Sends video of violations to jurisdictions to issue citations and deter future misuse

### 4 All-door Boarding Pilot

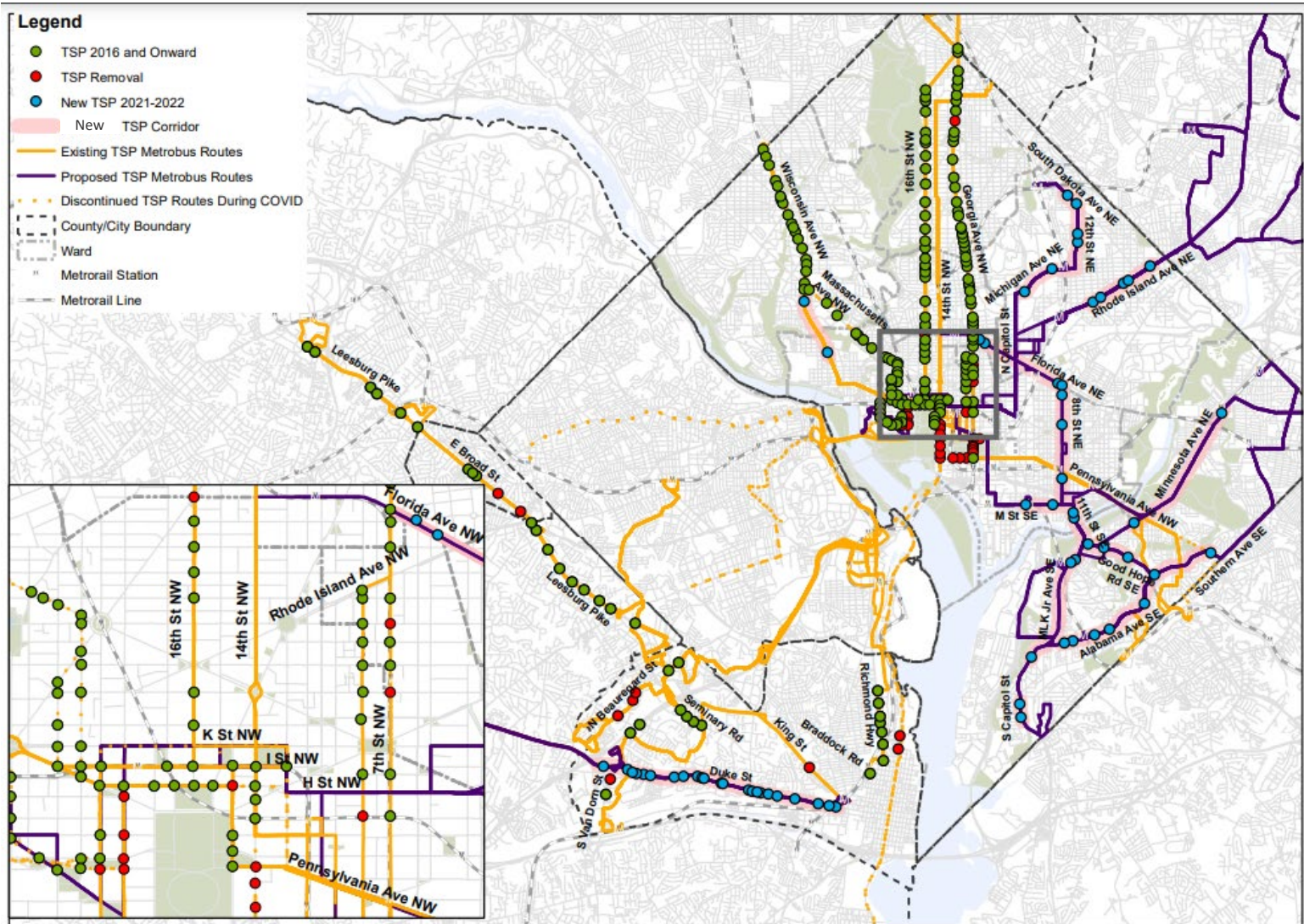


SmarTrip/Mobile Only

SmarTrip, Mobile and Cash

Reduces dwell time by allowing passengers to board from all doors

# New TSP Corridors | Improve Performance and Equity



- Total TSP intersections in the region: **250**
  - DC: 200 intersections
  - Virginia: **50 intersections** and more coming online
- **Transition to 4G communications completed in 2022**
- Ongoing System Maintenance
- New Corridors in NoVA in 2022: **Duke Street**
- Upcoming: Additional intersections on **Route 7**, **Langston Boulevard**, and **Columbia Pike**

# All-Door Boarding Pilot (*Coming in 2023*)

Downtown Boston

Weekday Morning Rush Hour

June 2017



# Violation Detection System *(Coming to DC in 2023)*

- **Project Goal:** Improve travel time and reliability for bus riders by keeping bus lanes and bus zones clear from unauthorized use.
- **Benefit to Buses:** Can increase bus speeds up to 20-30%
- **Current Status**
  - Developing technology requirements, scope of work, program implementation plan
  - Vendor RFP to be released this spring
  - Targeting early 2023 for initial rollout

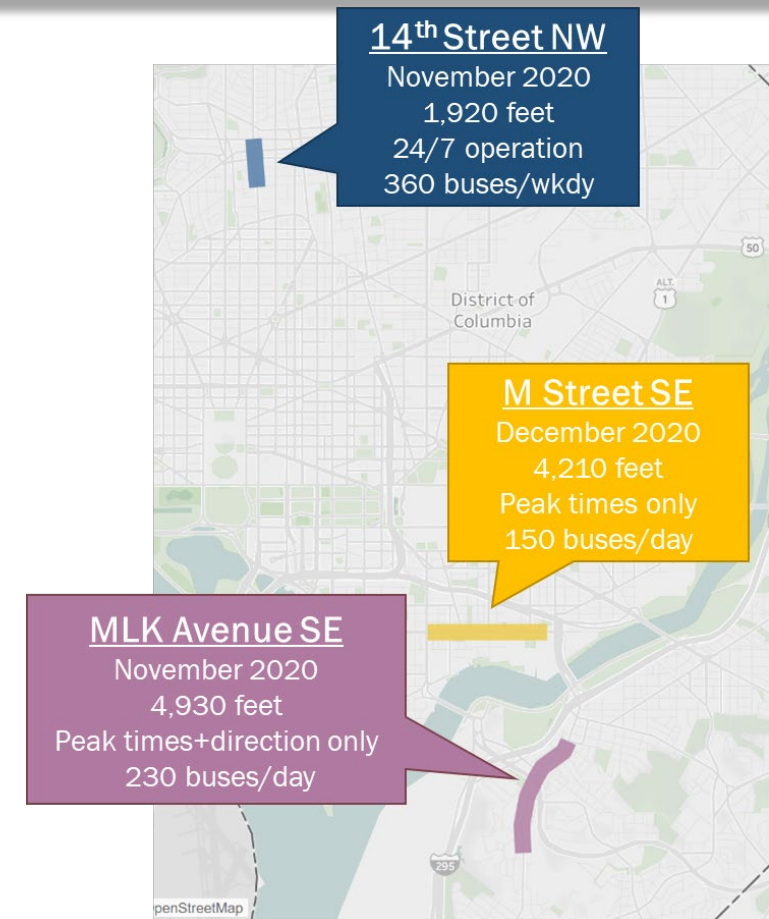


## Key Takeaways

- Regular regional coordination is the cornerstone of a successful Bus Priority Program
- Incremental benefits can be realized as bus priority treatments are layered on along bus routes and corridors
- Strong analytics and performance monitoring make the case for continued regional investment in Bus Priority

## Next Steps

- Redesign Bus Network
- Expand bus priority initiatives in partnership with local DOTs



DC's 2020 Bus Lanes improved median speeds by **3-16%** Slowest speeds improved up to **27%**



## **Agenda Item #3:**

# **How WMATA is Funded in Virginia**

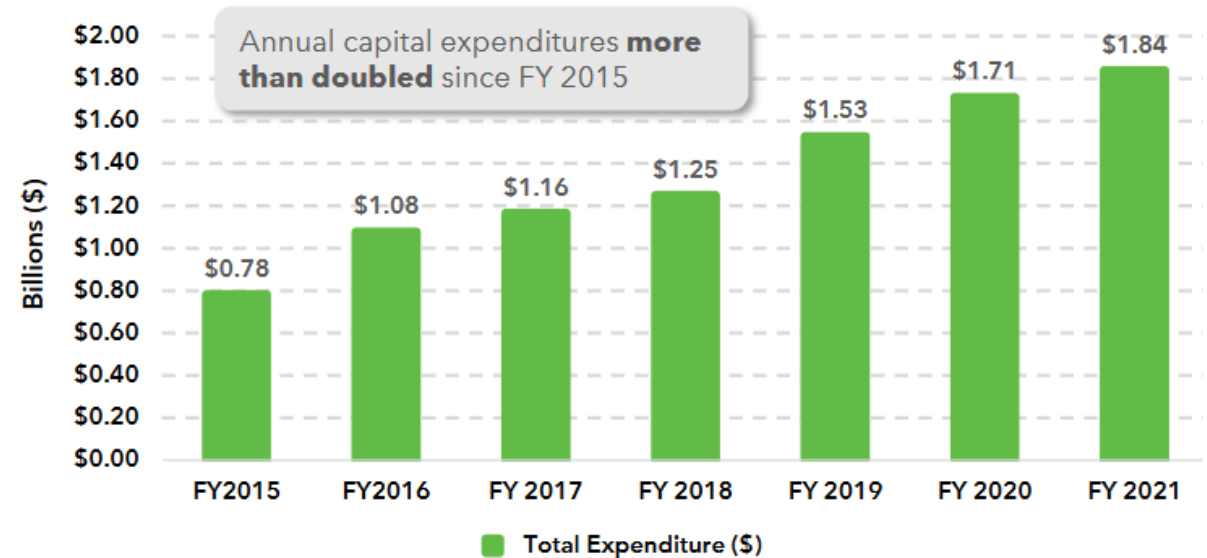
- **WMATA Capital & Operating Budget Overview**
- **How WMATA Funding Flows in Virginia**

# WMATA's Capital Budget Overview

## Capital Budget

- Priorities are safety, reliability and state of good repair
- Supported by a mixture of federal and state and local funds
- 2018 legislation established dedicated capital funding
- Dedicated funding debt supports the acceleration of capital expenditures
- Infrastructure Investment and Jobs Act increases federal capital support
- Capital Funding Agreement between WMATA and funding jurisdictions

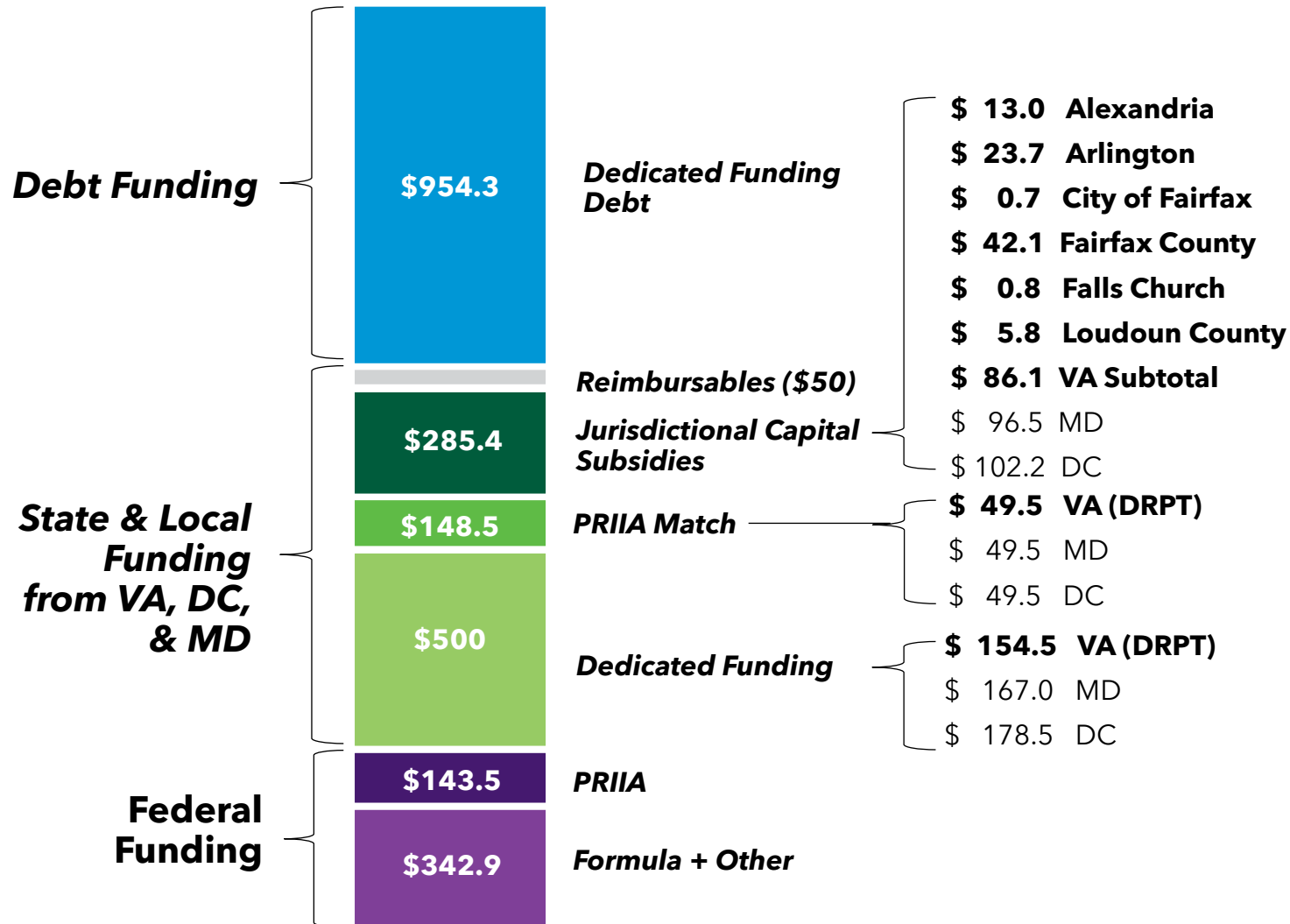
### WMATA's Annual Capital Expenditures from FY 2015-2021



Source: WMATA FY 2015-2021 Financial Reports

# WMATA's Capital Funding Sources

Approved FY 2023 Capital Budget  
Funding Sources (in millions)

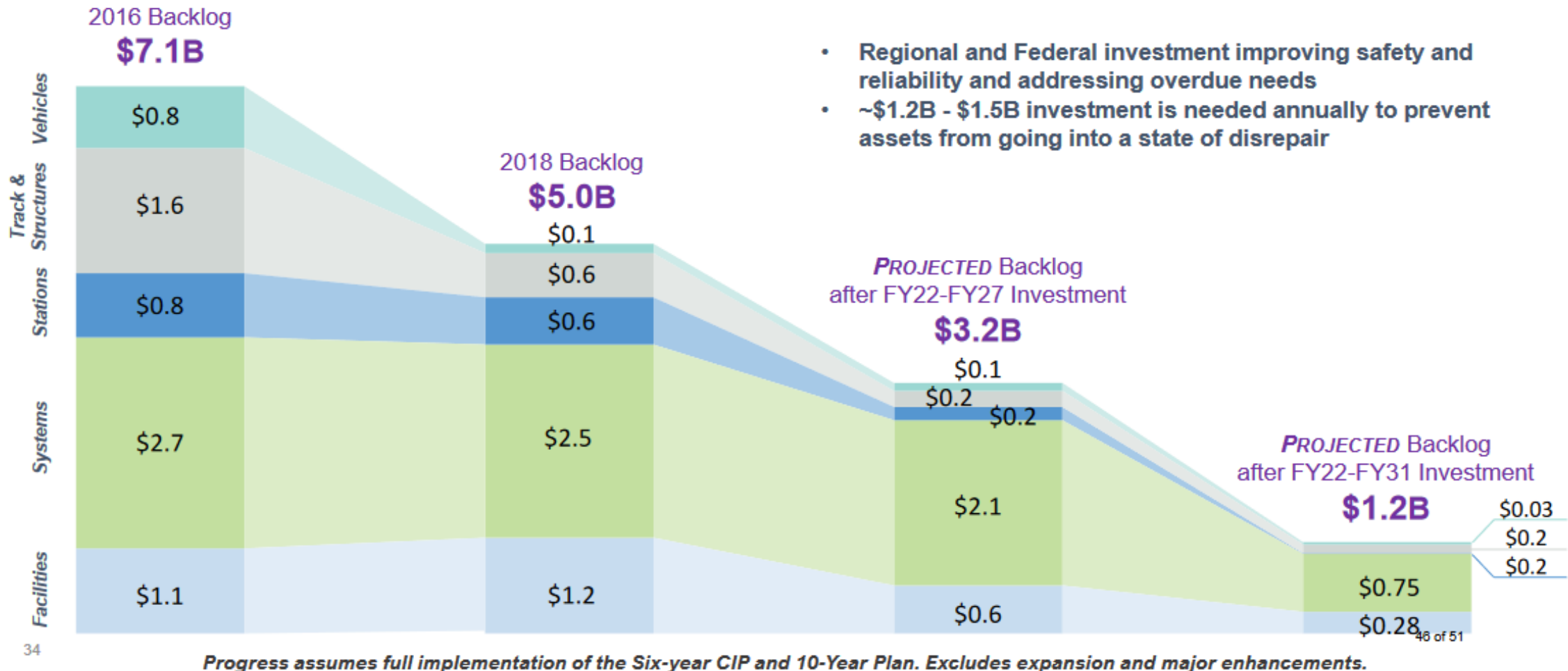


**Grand Total = \$2,424.6**

- Dedicated funding debt is supported by future debt service payments from the dedicated funding revenues
- As defined in the Capital Funding Agreement, Jurisdictional Capital subsidies increase by up to 3% for the total jurisdictional subsidy.
- Jurisdictional Capital Subsidies are allocated by applying the weighted Board approved operating historical subsidy formulae for each mode

Note: Figures include PRIIA but no other funding from the Infrastructure Investments and Jobs Act

# WMATA's Projected State of Good Repair Backlog



- Regional and Federal investment improving safety and reliability and addressing overdue needs
- ~\$1.2B - \$1.5B investment is needed annually to prevent assets from going into a state of disrepair

Note: Figure developed by WMATA staff prior to passage of the Infrastructure Investment and Jobs Act of 2021

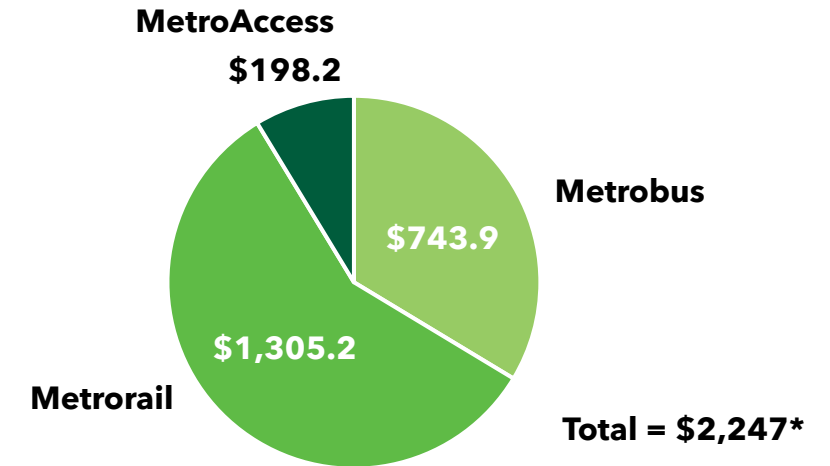
Source: WMATA Board [Finance and Capital Committee](#), November 2021

# WMATA's Operating Budget Overview

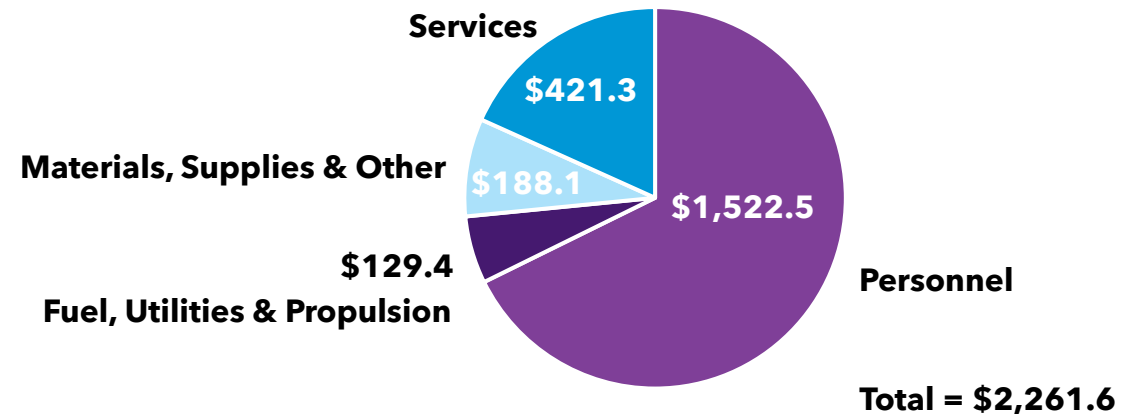
## Operating Budget

- Funds expenses associated with Metrorail, Metrobus and MetroAccess operations
- Approximately 70% of the operating budget is personnel expenses
- Typically, the operating budget is funded by fare and non-fare revenues and jurisdictional subsidies with no federal support
- 2018 transportation funding legislation did not address operating funding but did enact a legislative 3% cap on Virginia's operating subsidy growth

Approved FY 2023 Operating Expenses by mode  
(in millions)



Approved FY 2023 Uses of Operating Funds  
(in millions)

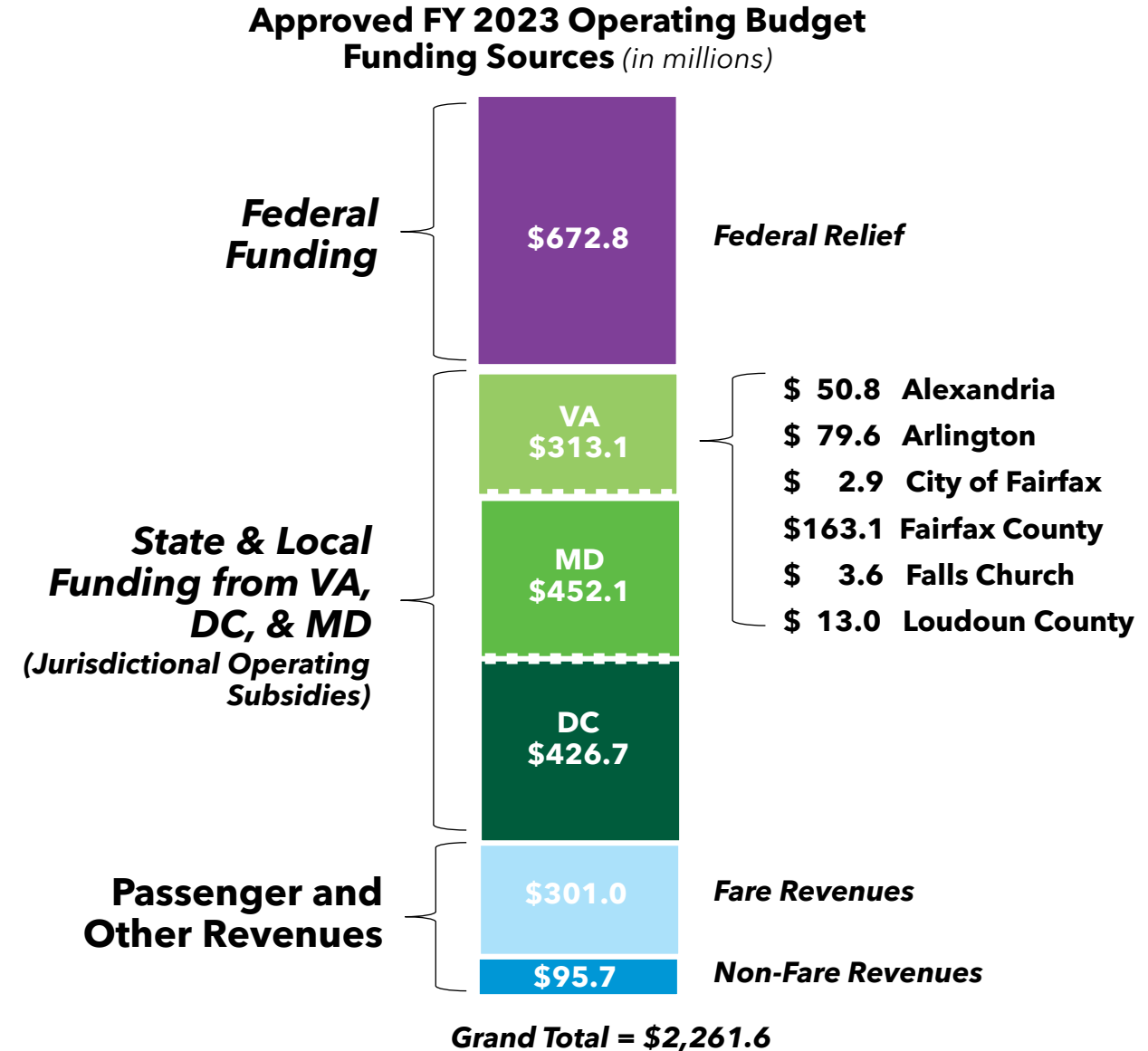


\*Total expenses by mode to not include \$14.4 million in reimbursable expenses



# WMATA's Operating Funding Sources

- Fare revenues include all modes and depend on ridership, which is well below pre-pandemic levels
- Non-Fare revenues include advertising, parking, and other sources.
- Expenses - Revenues = Jurisdictional Operating Subsidies, which are allocated to each funding jurisdiction
- Federal funds are one-time COVID-19 relief funds which will be exhausted in FY 2024



# WMATA's Jurisdictional Operating Subsidies

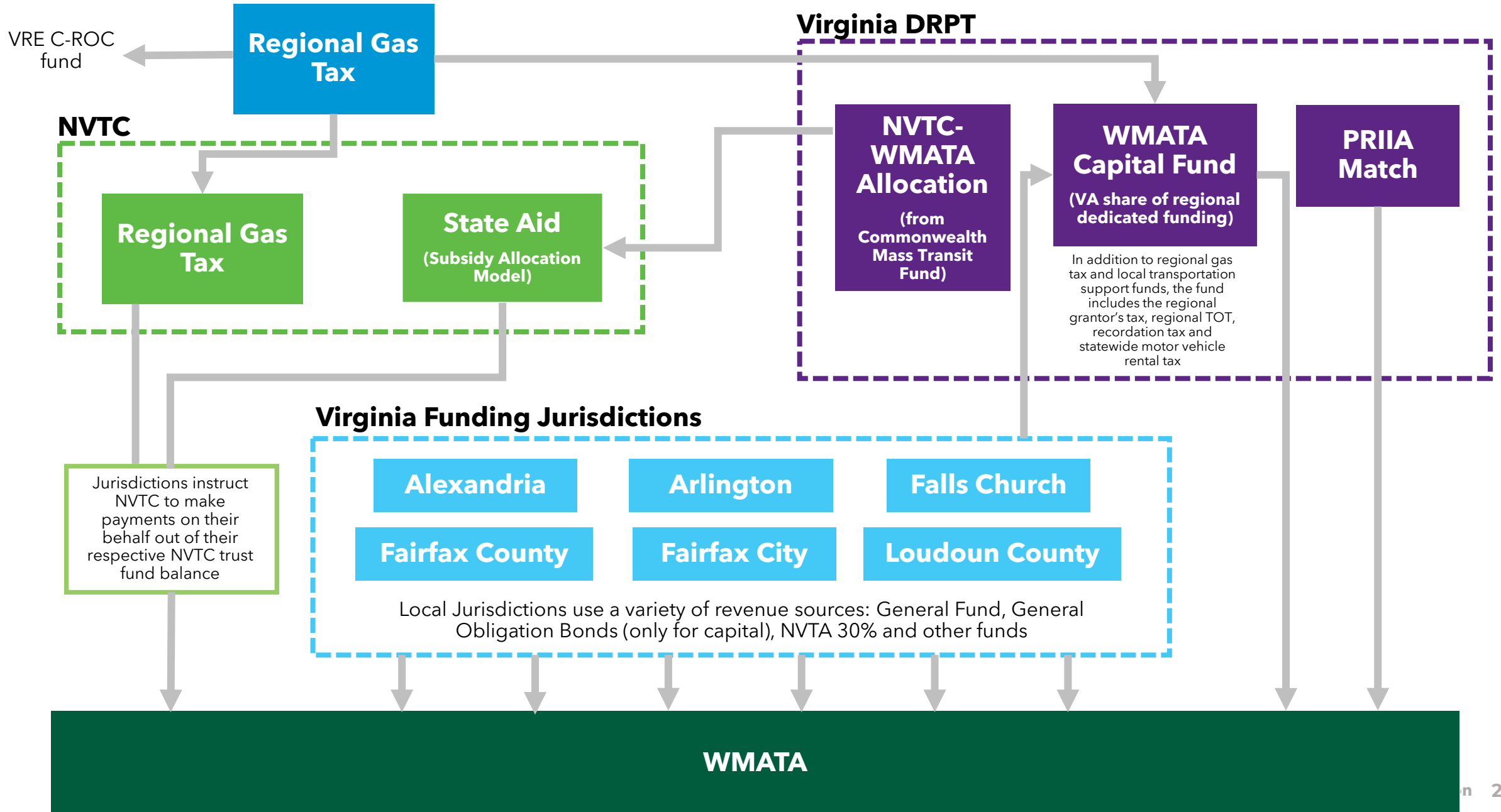
- Allocated to each funding jurisdiction via alternative formula approved by the WMATA Board in order to comply with legislative 3% operating caps in VA and MD
- Legislative Caps in MD and VA withhold funding if conditions are not met. VA and MD legislation have similar legislative exclusions
- NVTC 3% Cap Working Group Report from 2020 found that the cap was a useful tool and recommended no immediate legislative changes
- The Working Group did note several unintended consequences with WMATA's implementation of the legislative caps



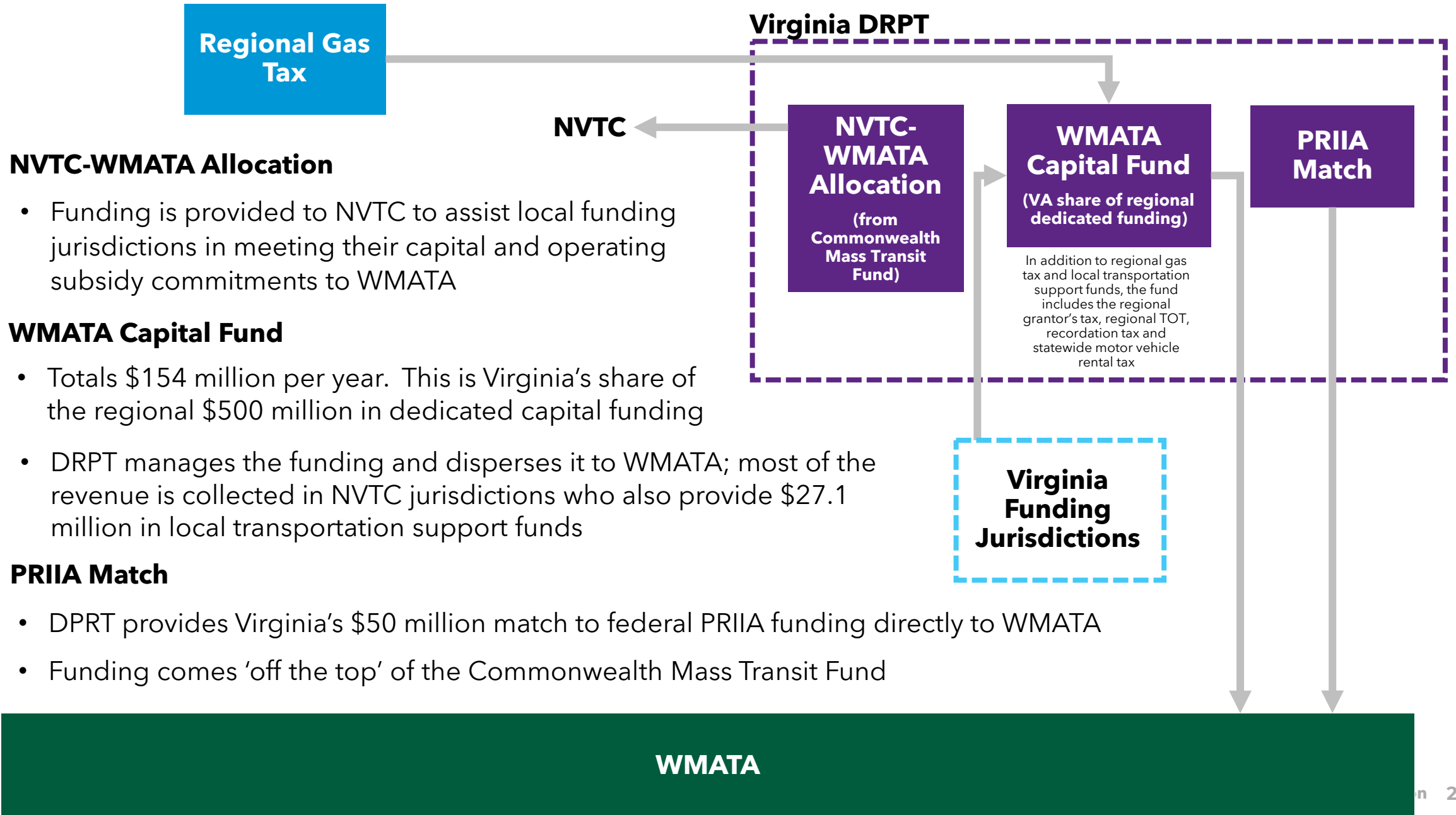
\*The 3% increase to VA is suballocated to each jurisdiction based on their respective share of historical subsidy allocation formula within VA

\*\*Allocated to each jurisdiction by historical subsidy allocation formula

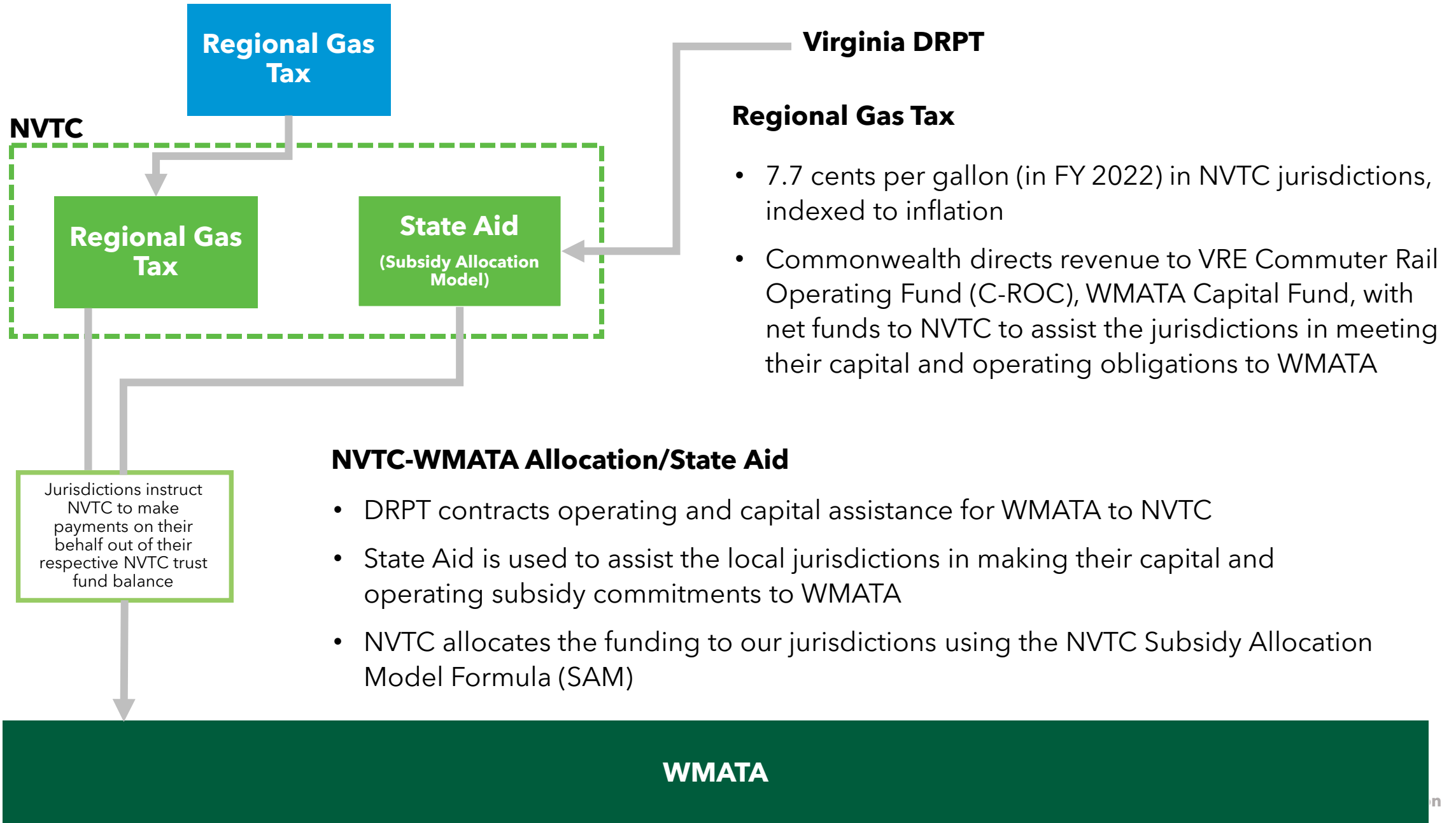
# How WMATA is Funded in Virginia



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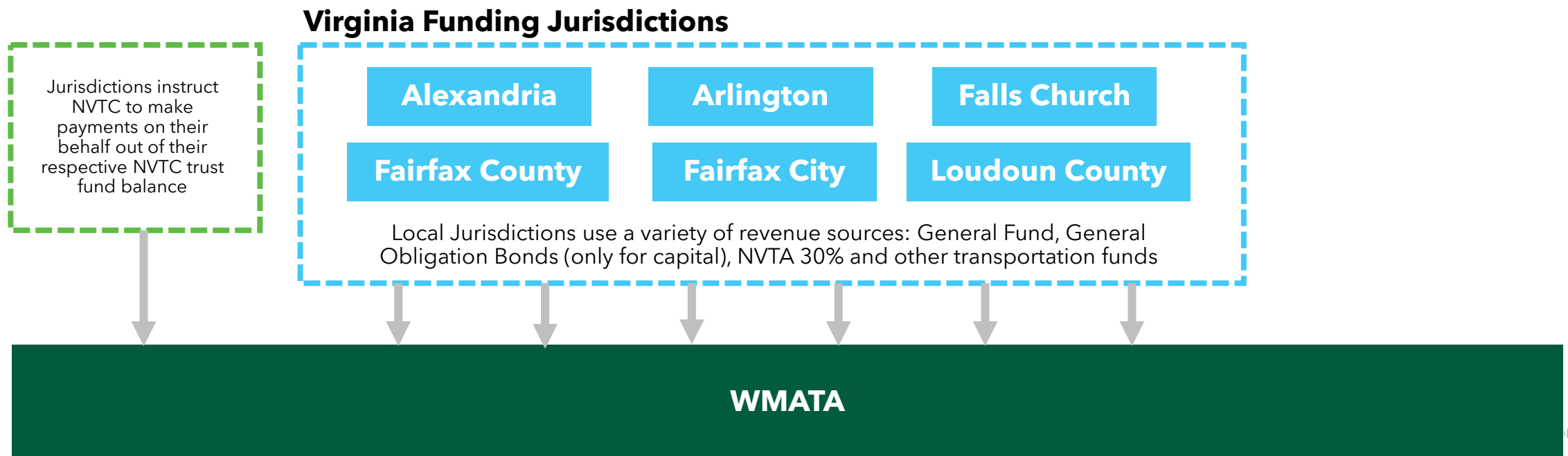




# How WMATA is Funded in Virginia

## NVTC jurisdictions are the compact Funding Partners in Virginia

- For jurisdictional capital and operating subsidies, NVTC jurisdictions are the funding partners in VA
- These local governments meet these obligations using a mixture of resources: state and regional funding sources managed at NVTC and local revenues including general fund, general obligation bonds, NVTA 30% and other transportation funds.
- In general, funding is annually budgeted for and approved in each jurisdiction's budget
- Other than general obligation bonds, all sources can be used for capital or operating



# Key Messages

## Capital

- Regional dedicated capital funding and additional federal investments from the Infrastructure Investment and Jobs Act (IIJA) have provided WMATA with funding stability for state of good repair needs for this decade. WMATA anticipates that increased federal funding extends the point at which dedicated capital funding is exhausted to approximately FY 2030
- Additional capital needs beyond state of good repair (i.e. Blue/Orange/Silver improvements and zero-emission bus transition) are largely unfunded but the IIJA offers some discretionary funding opportunities

## Operating

- In Virginia, state aid and the regional gas tax can be used by local jurisdictions to pay their operating and/or capital obligations to WMATA
- Fare and non-fare revenues and state and local subsidies are traditionally the main revenue sources for WMATA's operating budget
- The 3% cap on operating constrains the amount WMATA can increase local subsidies

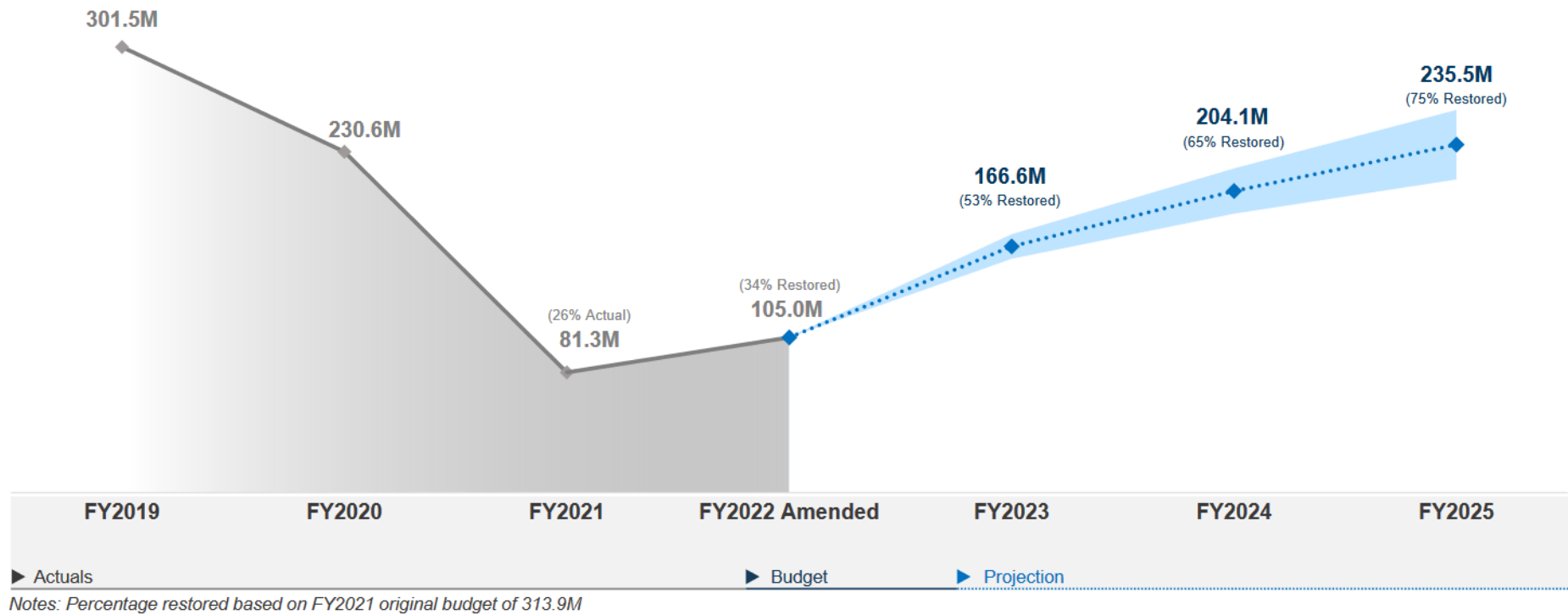
# **Agenda Item #4:**

## **Update on WMATA's FY 2024 Operating Budget Gap**

- **Background**
- **Assumptions and Considerations**
- **Operating Budget Gap**

# WMATA's Ridership Recovery Projections

- COVID-19 continues to impact WMATA operations. Ridership recovery is expected to be gradual, with a **weak outlook for future operating revenue**.



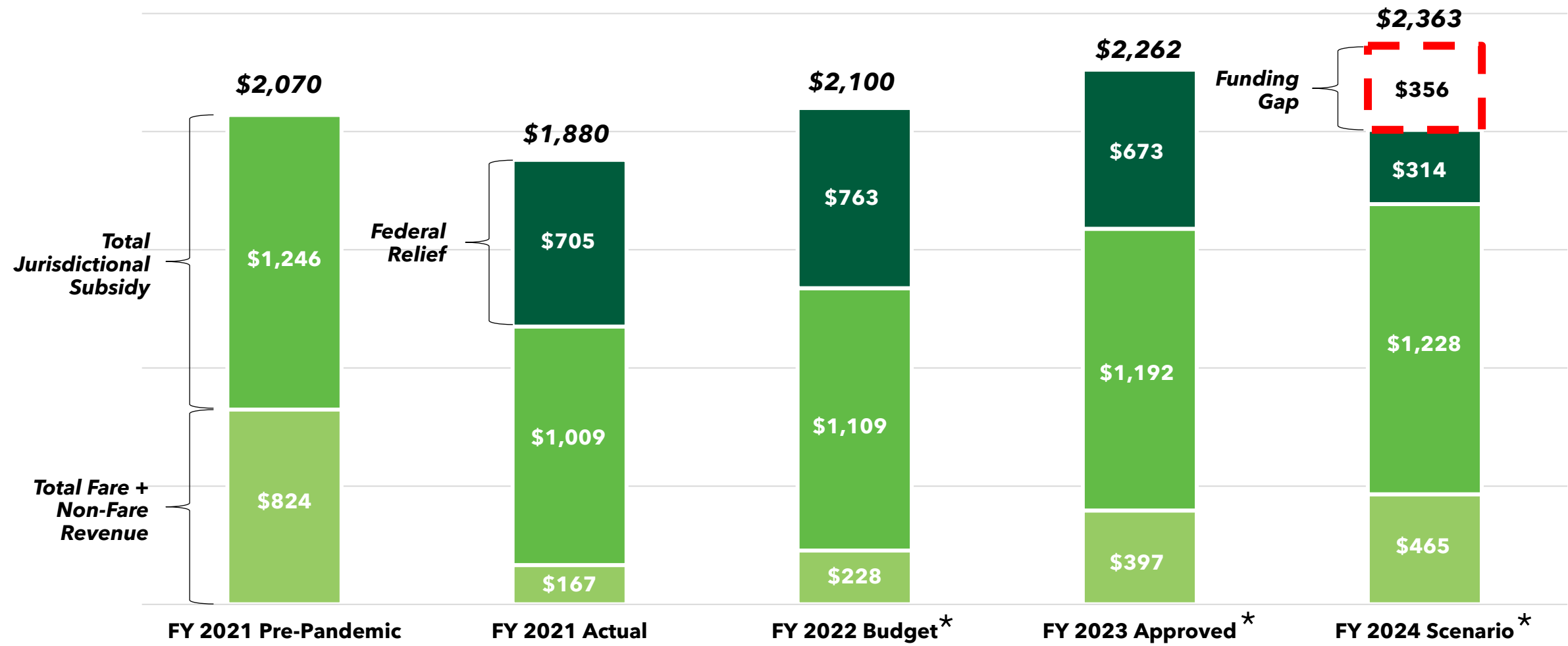


# Assumptions and Considerations

- Ridership recovery is expected to be gradual, and it is unclear what the new normal will look like
- Expense growth exceeds revenue growth. Expense growth is primarily driven by inflation, collective bargaining agreements and new services
- VA and MD legislative 3% operating caps constrain subsidy growth
- With a loss of fare and non-fare revenues due to the pandemic, federal COVID aid has balanced the operating budget since FY 2020. When this funding is exhausted in FY 2024, there will be a major operating funding gap
- Due to budget savings found in the Approved FY 2023 Operating Budget and additional COVID aid from ARP Additional Assistance Funding, the funding gap has been reduced

# Operating Deficit and Funding Gap

WMATA's Expenses for FY 2021-2024 (in millions)



Source: WMATA [December 9 Board of Directors Meeting](#) Note: Updated to reflect FY 2023 WMATA Approved Budget and ARP Additional Assistance Funding Awarded in March 2022.  
 \*Information subject to change as WMATA updates its actual budget expenditures and budget assumptions.

## **Agenda Item #5:**

### **Updates from the Virginia WMATA Board Members**

- **7000-series and Rail Service Update**
- **WMATA OIG**
- **Blue/Orange/Silver Capacity & Reliability Study**

## **Agenda Item #6: NVTC Program Updates**

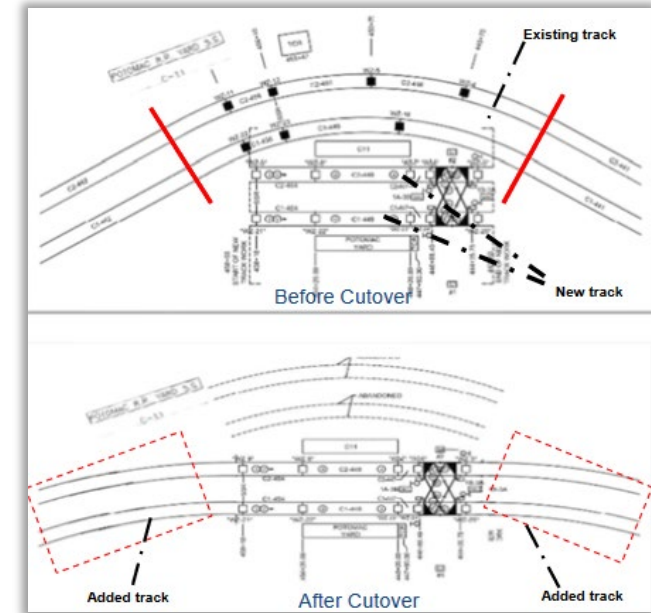
- **Update on Yellow Line Bridge/Tunnel Rehabilitation and Potomac Yard Track Tie-In and Regional Mitigation and Coordination Effort**

# Yellow Line Bridge/Tunnel Rehabilitation and Potomac Yard Track Tie-In

## Potomac Yard Station

Sept. 10, 2022 – Oct. 22, 2022

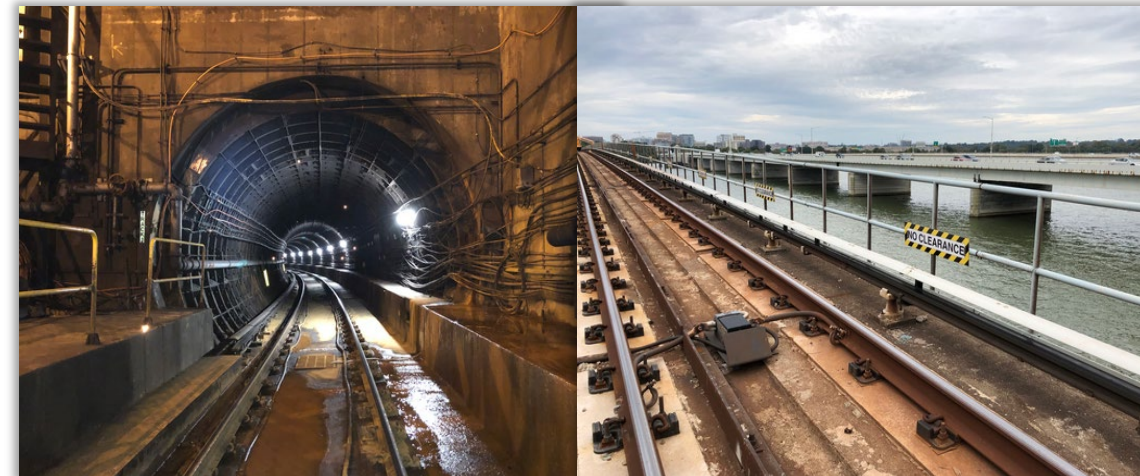
- Shutdown of rail service south of Ronald Reagan Washington National Airport Station
- Engineering, testing and commissioning needed to integrate new station into existing Metrorail system



## Yellow Line Bridge/Tunnel Rehabilitation

Sept. 10, 2022 – Spring 2023

- Shutdown between Pentagon and L'Enfant Plaza Stations
- Work crews will restore the Yellow Line bridge and repair the steel lined tunnel





# WMATA/NVTC Regional Mitigation and Coordination Effort

## NVTC's Role: Support Regional Coordination

- Metro is leading with the support of NVTC
- The stakeholder group held a kickoff meeting in March 2022 and regular conference calls will continue monthly
- The monthly calls are an opportunity for Metro and stakeholders to coordinate on mitigation efforts and report progress on planning
- In addition, there will be the Public Information Officer group and bus service group meeting separately to inform the larger stakeholder group



# Upcoming Committee Meetings and Anticipated Topics

## Anticipated June/July Meeting Topics

- Blue/Orange Silver Study Comments
- Updates on WMATA FY2024 Operating Budget Gap
- Annual Report on the Performance and Condition of WMATA

## Upcoming Meetings

- June 16 at 6pm
- July 21 at 6pm

# Thank You.



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