1. Welcome and Opening Remarks
2. Review of the January 25, 2023 NVTC WMATA Committee Meeting Summary
3. WMATA Presentation: Better Bus Network Redesign
4. NVTC Staff Presentations:
   a) Value of Transit to the Commonwealth Study – Preliminary Findings
   b) Overview of NVTC’s Metro Operating Funding and Reform Working Group
5. NVTC’s 2023 WMATA Annual Report Timeline
6. Other Items
3) WMATA Presentation: Better Bus Network Redesign
Better Bus Network Redesign
Northern Virginia Transportation Commission
April 19, 2023
Purpose

• Provide update on Better Bus Network Redesign

• Provide highlights from the draft Visionary Network and upcoming public and other audience outreach activities
We are here

Public Comment Period for the draft Visionary Network:
April 17 – June 5
Highlights from Draft Visionary Network
The Draft Visionary Network Could Deliver...

**Regional Connectivity** – Matches when and where people want to travel

**Quality Customer and Operator Experience** – Provides fast, frequent, and reliable service

**Equity** – Addresses inequities and increases access to opportunity for disenfranchised communities

Could Attract

- **40-45K** weekday
- **30-35K** Sat & Sun

Additional Trips

Avoids **14,570** metric tons of GHG emissions a year
The Visionary Network…

Connects the Region

By providing more access to high frequency service to more people at more times of day

Example: Arlington County

- 73% more on Saturdays
- 64% more on Sundays
- 60% more during the weekday midday
- 85% more routes with 12 min or better service
- 300% more routes with 12-20 min service
The Visionary Network... **Connects the Region**

By providing service to people where and when they need it.

1.1M residents across the region will have 24-hour bus service (300k Virginia residents)

Better connections to hospitals, schools and employment, such as new Inova Alexandria Hospital hub and GMU

99% of residents who currently have bus service will continue to have bus service under the Visionary Network

Example: George Mason University (Current Metrobus 29K, Cue Gold 1, Gold 2, Green 1, Green 2)
The Draft Visionary Network…

**Improves the Customer Experience**

By providing convenient transit options for more of the trips people make

- **Faster average trips** for current bus customers
- 10% more transit trips that could take 30 mins or less
- 20% more trips in the region could be made conveniently by transit

Note: Convenient Transit Trips are defined as those that take less than 3 times as long as the same trip would take in a car. These types of trips have been shown to have a higher level of transit usage than other trips.

Draft Proposed
Example: Ballston – Hunting Point (Current Metrobus 10B)

Removed deviation to Shirlington
Using Metroway bus lanes

Improvements will save bus customers almost **20,000 hours every weekday!**
The Draft Visionary Network…

**Improves the Customer Experience**

By providing more bus service in dedicated/prioritized facilities in Virginia

- More bus service operates on streets with bus priority in Virginia, **making service faster and more reliable to ride and operate**
  - 84% more on Sundays (116% more in VA),
  - 64% more on Saturdays (108% more in VA), and
  - 39% more midday (66% more in VA)
- **Maximizes jurisdictional partner investments** in bus priority infrastructure
Draft Visionary Network Considerations

Data and public, bus operations, jurisdiction partner input formed the basis for the draft Visionary Network.

Implementing the draft Visionary Network will require a 35 percent increase in funding for bus in the region.

Network does not specify which operator will operate the service nor have we yet specified stops or stopping patterns.

Temporary bus route numbers to accommodate new routes and changes to existing routes.
Engagement Approach
How Will We Be Engaging the Public?

We’re reaching a wide variety of customers in a wide variety of ways at a wide variety of events! Customers will find the Better Bus blue-shirt teams...

- chatting at pop-ups
- surveying on buses
- interacting on social media
- informing virtually at webinars in each jurisdiction
- engaging with community-based organizations
- listening at community workshops
- hearing from youth audiences
- capturing feedback through visual notetaking

We’re hosting 50 events in 50 days to celebrate 50 years of Metrobus!

Those who can’t make it to our events can visit wmata.com/betterbus to explore the new network and provide feedback virtually...

...or respond by phone!
Better Bus Experience LIVE!

Community Workshops
- Hosting across the region
- Multiple activity stations, games, prizes, kids’ station
- Workshop at Central Library in Arlington Wednesday, May 10: 3-7 p.m.

Roadshow Pop-ups
- Take the workshop experience on the road to meet customers where they are

Lunch-n-Learns
- Learning opportunity for those who can’t attend an event

Bus Ride-Alongs
- Connecting with riders with information customized to their route

#AskMeAnything on Twitter
- Opportunity to address key questions in a dynamic digital setting #betterbus

wmata.com/betterbus
Better Bus Experience LIVE!: Where We Will Be

- Metro stations
- Transit Hubs
- Community Centers
- Grocery Stores
- Farmers Markets
- Food distributions
- Festivals

As of April 14, 2023 – please refer to project website for the most up to date locations and schedule
Better Bus Virtual Experience LAB

New Trip Planner
Compare your trip on the current network to the Visionary Network

Experience the Visionary Network Online!

Comment on Your Route
Leave route-by-route feedback on an interactive map

Map Library
Explore an atlas of maps of the Visionary Network, including route profiles

Survey
Tell us what you think of the Visionary Network and what it means to you

wmata.com/betterbus
How Will We Be Engaging Other Audiences?

Our Stakeholders
- Public
  - Current Customers
  - Lapsed Customers
  - Non-Riders
  - Youth
- External Stakeholders
  - Riders' Advisory Council
  - Accessibility Advisory Committee
  - Elected Officials
  - Local Agencies
  - Community-Based Orgs
  - Advocacy Groups
- Community Connections Committee
- Partners
  - TheBus
  - CUE
- Technical Committee
  - Jurisdictions
  - Technical Staff
- Internal Stakeholders
  - Agency Staff
  - Bus Operators

Youth
- Hearing from our region’s youth through focus group sessions at high schools

Jurisdictions and Agencies
- Working with our partners through:
  - Committee meetings
  - Working sessions

Elected Officials
- Developing project advocates through informative briefings

Community-Based Organizations and Advocates
- Collaborating with our communities through:
  - Briefings, workshops and pop-ups with partner organizations
  - Print collateral packets for organic distribution
  - Digital communications toolkit

wmata.com/betterbus
Network Built in Coordination with Jurisdictional Partners

- Recurring meeting with the project’s Technical Committee since project kick-off
  - To get early input and ensure collaboration with jurisdictional partner throughout the project
- Network design informed by two rounds of all-day jurisdictional coordination workshops
- Visionary Network build on partners’ existing and planned service
Bus Operations Preview Parties

- 11 preview party events at all Metrobus divisions, TheBus, and CUE prior to public launch
- Engaging bus operations staff to provide a first look at the draft Visionary Network
- Large printed maps, feedback form for written comments, video testimonial opportunities
Next Steps

- Engage customers, future customers, elected officials, and other audiences on the draft Visionary Network
- Refine draft Visionary Network using information and comments received Spring 2023

wmata.com/betterbus
4) NVTC Staff Presentations:

A. Value of Transit to the Commonwealth Study - Preliminary Findings
Value of Transit Study - Preliminary Findings

Why study the value of transit to the Commonwealth?

• NoVa’s transit network supports the region’s quality of life and economic competitiveness.

• It provides regional economic benefits in the form of improved access to jobs and increased property tax revenues along transit lines.

• Given the important role of state funding for transit, understanding the value of transit in terms of income and sales tax revenues is critical to showing the Commonwealth’s return on investment for NoVa’s bus, Metrorail, and VRE systems.
Value of Transit Study - Preliminary Findings

What did we find?

• NoVa’s transit network generates $1.5 billion* in income and sales tax revenues to the Commonwealth.

• This study’s revenue estimate is more robust compared to the 2018 Value of Transit report because it:
  • Includes the bus systems in addition to Metrorail and VRE,
  • Calculates indirect and induced impacts in addition to direct ones, and
  • Considers additional years of regional growth (while accounting for COVID-related changes).

* ($2021), 2025 analysis year

Value of Northern Virginia’s Transit to the Commonwealth of Virginia
Total Revenue from State Income and Sales Tax ($2021)

- Direct Impacts $600M
- Indirect & Induced Impacts $685M
- Total $1.5B

2018

- Direct Impacts $818M

2025

(Created April 2023)
Value of Transit Study - Preliminary Findings

What is Indirect & Induced Employment?

- **Direct Impact**: Jobs in NoVa that can’t be supported due to roadway congestion levels
- **Indirect Impact**: Jobs that provide goods and services to directly impacted firms, e.g., attorneys, accountants, IT support, deliveries
- **Induced Impact**: Jobs that depend on people using their wages to buy things, e.g., restaurants, theaters

157,000 jobs + 154,000 jobs = 311,000 jobs

Total Employment
Value of Transit Study - Preliminary Findings

Key Findings for Transit in Northern Virginia in 2025:

- Supports 128,000 households
- Supports 270,000 jobs in NoVa (311,000 statewide)
- Saves commuters $246 M in vehicle operating costs
- Avoids about 150,000 metric tons of CO₂ emissions
Value of Transit Study - Preliminary Findings

Why is this important?

• $1.5 billion dollars represents about 5% of Virginia’s total revenues.
• Funding NoVa’s transit network is an important strategy to alleviate interstate travel delays for both people and goods.
• Lack of transit has a disproportionate impact on low- and moderate-income households’ ability to live and work within the region.
4) NVTC Staff Presentations:

B. Overview of NVTC’s Metro Operating Funding and Reform Working Group
NVTC’s Metro Operating Funding & Reform Working Group

Problem

• WMATA faces an operating funding gap of over $700 million in FY 2025 which grows to over $900 million in FY 2029
• Scale of operating gap and traditional subsidy’s reliance on property tax in VA is unsustainable

Working Group Purpose and Outcomes

• Examine and develop options for a new financial operating model for WMATA
• Provide options and technical information to Commissioners
• Seek policy and legislative guidance through the WMATA Committee and Legislative & Policy Committee for inclusion in NVTC Legislative Agenda

Source: WMATA Finance and Capital Committee Meeting, September 22, 2022
NVTC’s Metro Operating Funding & Reform Working Group

**Working Group Approach**

- Utilize the successful approach the region used to secure dedicated capital funding in 2018
  - Determine WMATA’s operating funding gap
  - Set a regional target
  - Allocate sub-targets to DC, MD, and VA
  - Each signatory develops its own solution that considers its unique funding and political environment

- Examine revenue sources, revenue structure, and policy considerations

- Include regional touchpoints with DC, MD, and other stakeholders (ex. DRPT)

- Integrate this effort into regional efforts with WMATA
NVTC’s Metro Operating Funding & Reform Working Group

Considerations for **Revenue Sources**

- Variety of revenue streams (taxes, fees, new or existing, P3, etc.)
- Amount each source could generate annually
- Long-term growth and stability of overall funding portfolio
- Administrative and political viability

**Potential Dedicated Operating Funding to WMATA**

*Examine a variety of sources that are stable and sustainable in the long-term*
Is our goal to meet or exceed the funding gap?
  - Option to lower traditional operating subsidy
  - Option to include other Northern Virginia transit operators

What modes are we funding?

As it pertains to WMATA, should transit operating revenues be allocated regionally (to NoVa) or to each individual city and county?

Where should the revenue flow to be held in trust?
Where should the revenue flow to be held in trust?

Historic options:
- NVTC (ex. gas tax, state aid, etc.)
- DRPT (ex. annual grant agreement between DRPT and WMATA required to access dedicated capital funding)

Considerations
- Technical/financial capacity
- Oversight/reporting requirements
- Relationship with WMATA and Commonwealth
Policy Considerations

• Virginia’s unique funding structure with WMATA
• How VA approach fits into larger regional discussion
• Compatibility with WMATA’s funding needs and budgetary approach
• The need to change or modify other laws or policies to accommodate potential revenue sources and structure
• Oversight and accountability
NVTC’s Metro Operating Funding & Reform Working Group Timeline

Spring 2023

• Kick-off with Consultants
• Working Group Meeting #1
• Update to Legislative & Policy Committee

Summer 2023

• Working Group Meeting #2
• Presentation to NVTC WMATA Committee

Fall 2023

• Working Group Meeting #3
• Draft & Final Report
• Presentations to NVTC WMATA Committee, Legislative & Policy Committee, and Commission

2024 and Beyond

• Commission and Staff Coordination with Regional Partners and Commonwealth
5) NVTC’s 2023 Annual Report on the Performance and Condition of WMATA Timeline
NVTC’s 2023 WMATA Annual Report Timeline

Timeline

- Spring and Summer 2023: Refine approach and conduct WMATA Committee work session(s)
- Summer 2023: NVTC staff generate report
- Fall 2023: WMATA Committee review
- November Commission Meeting: Information Item
- December Commission Meeting: Authorize the Executive Director to send the report
- December 15, 2023: Report due to Governor and General Assembly
6) Other Items
Questions?
Appendix Slides

The following material was presented at the April 21, 2022 and October 20, 2022 NVTC WMATA Committee meetings.
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
How WMATA is Funded in VA

**Regional Gas Tax**

**State Aid** (Subsidy Allocation Model)

**NVTC-WMATA Allocation** (from Commonwealth Mass Transit Fund)

**Virginia DRPT**

**WMATA Capital Fund** (VA share of regional dedicated funding)

**PRIIA Match**

**Virginia Funding Jurisdictions**

- Alexandria
- Arlington
- Falls Church
- Fairfax County
- Fairfax City
- Loudoun County

Local Jurisdictions use a variety of revenue sources: General Fund, General Obligation Bonds (only for capital), NVTA 30% and other funds

Jurisdictions instruct NVTC to make payments on their behalf out of their respective NVTC trust fund balance

In addition to regional gas tax and local transportation support funds, the fund includes the regional grantor’s tax, regional TOT, recordation tax and statewide motor vehicle rental tax

**VRE C-ROC fund**
How DC, MD, and VA fund WMATA

WMATA

- WMATA does not have dedicated operating revenues (typically taxes that flow directly to and are managed by a transit agency). However, some funding jurisdictions have revenue sources designated specifically for paying WMATA subsidies.

Virginia

- Local governments meet their obligations using a mixture resources: general fund revenues (primarily property taxes), NVTA 30% funds and other transportation funds.
- Local governments instruct NVTC to make payments on their behalf from their respective regional gas tax or state aid trust fund accounts

Maryland

- The State of Maryland meets the majority of its obligation from the state-wide transportation trust fund, which is supported by a variety of transportation taxes and fees.

District of Columbia

- The majority of DC’s operating funding comes from its general fund. Parking meter revenue and taxes on revenues generated from private operators of parking lots and garages are also used to pay DC’s operating subsidy.

Source: WMATA Board FY 2023 Budget Approval, March 2022

* Since FY 2020, the Maryland’s general fund has also helped fund the dedicated capital portion of the WMATA subsidy.
NVTC Research on WMATA Peer Transit Agency Operating Funding

Total FY 2022 Operating Budget (In Millions)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Total Budget (In Millions)</th>
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<tbody>
<tr>
<td>WMATA</td>
<td>$1,110</td>
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<tr>
<td>BART</td>
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<tr>
<td>CTA</td>
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<td>MARTA</td>
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<td>MBTA</td>
<td>$270</td>
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<tr>
<td>St. Louis Metro</td>
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Note: Figures are rounded and derived from each agency’s approved FY 2022 operating budget. NVTC staff consolidated figures into like categories for comparison.
### NVTC Research on WMATA Peer Transit Agency Operating Funding

<table>
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<th>Funding Source</th>
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<td>Property Tax</td>
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<tr>
<td><em>Business Privilege tax, Gasoline and Diesel Fuel Excise Tax, Vehicle Registration/Driver License Fees</em></td>
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<td>Corporate Franchise Tax</td>
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