



# NVTC WMATA Committee

Wednesday, April 19, 2023

# NVTC WMATA Committee Meeting Agenda

---

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

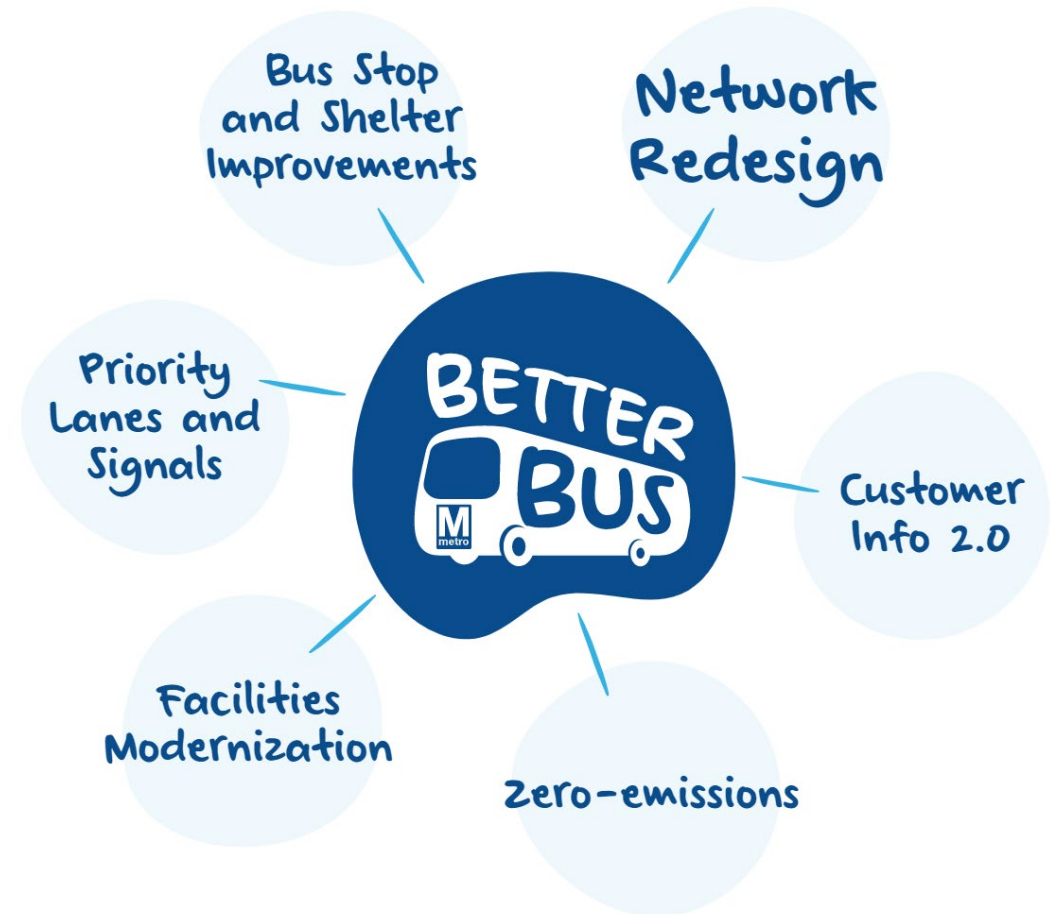
Northern Virginia Transportation Commission

April 19, 2023

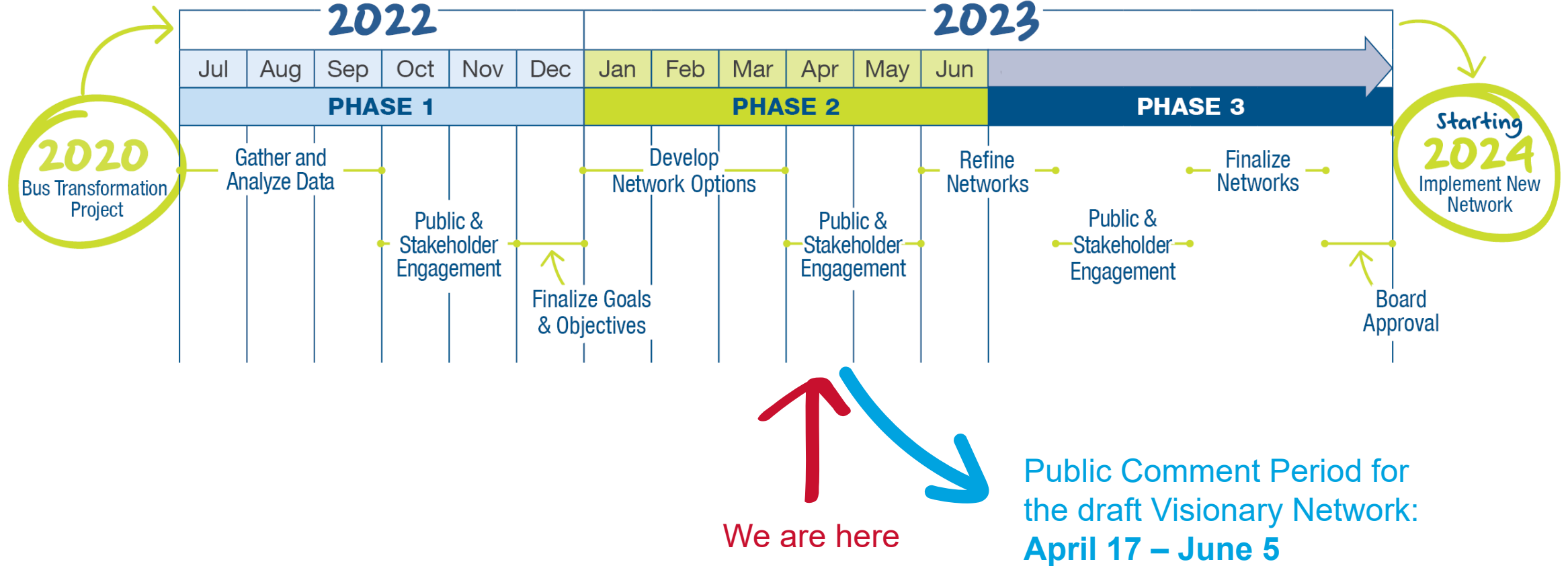


# Purpose

- Provide update on Better Bus Network Redesign
- Provide highlights from the draft Visionary Network and upcoming public and other audience outreach activities



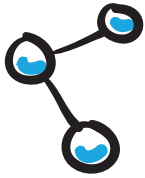
# Better Bus Network Redesign Roadmap



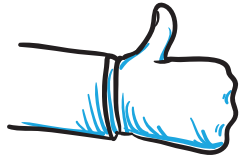


# Highlights from Draft Visionary Network

# The Draft Visionary Network Could Deliver...



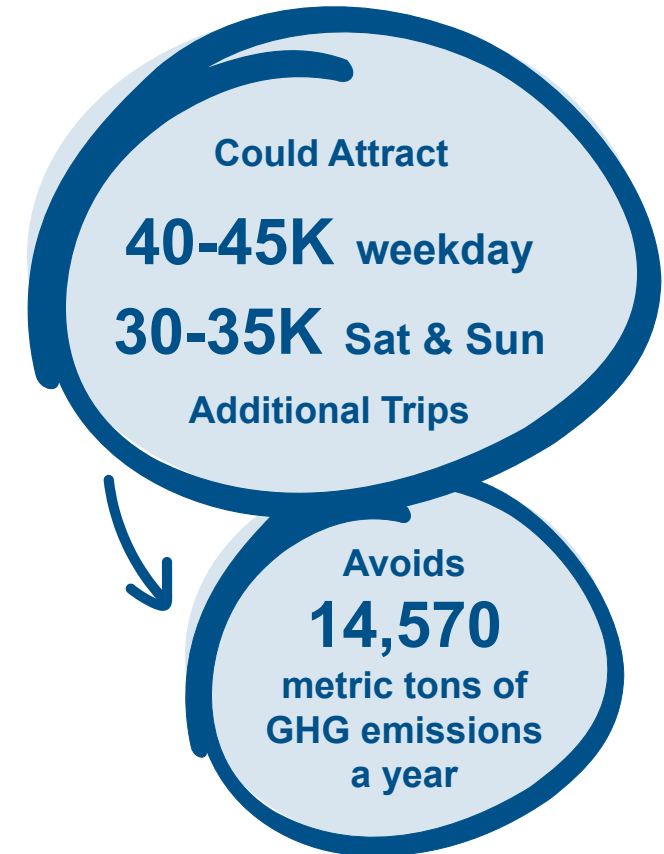
**Regional Connectivity** – Matches when and where people want to travel



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



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





# 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

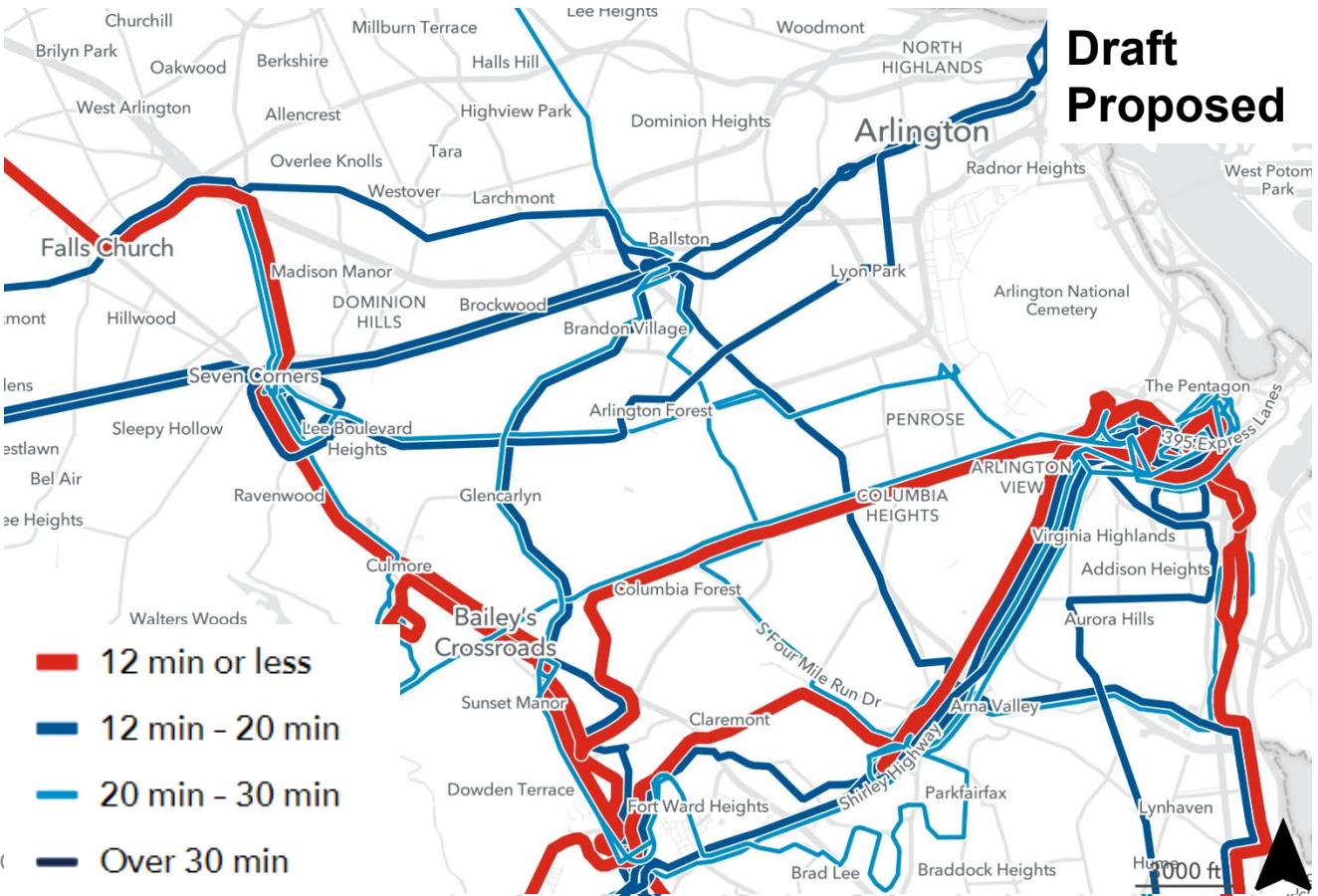
**Regionwide**

**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)

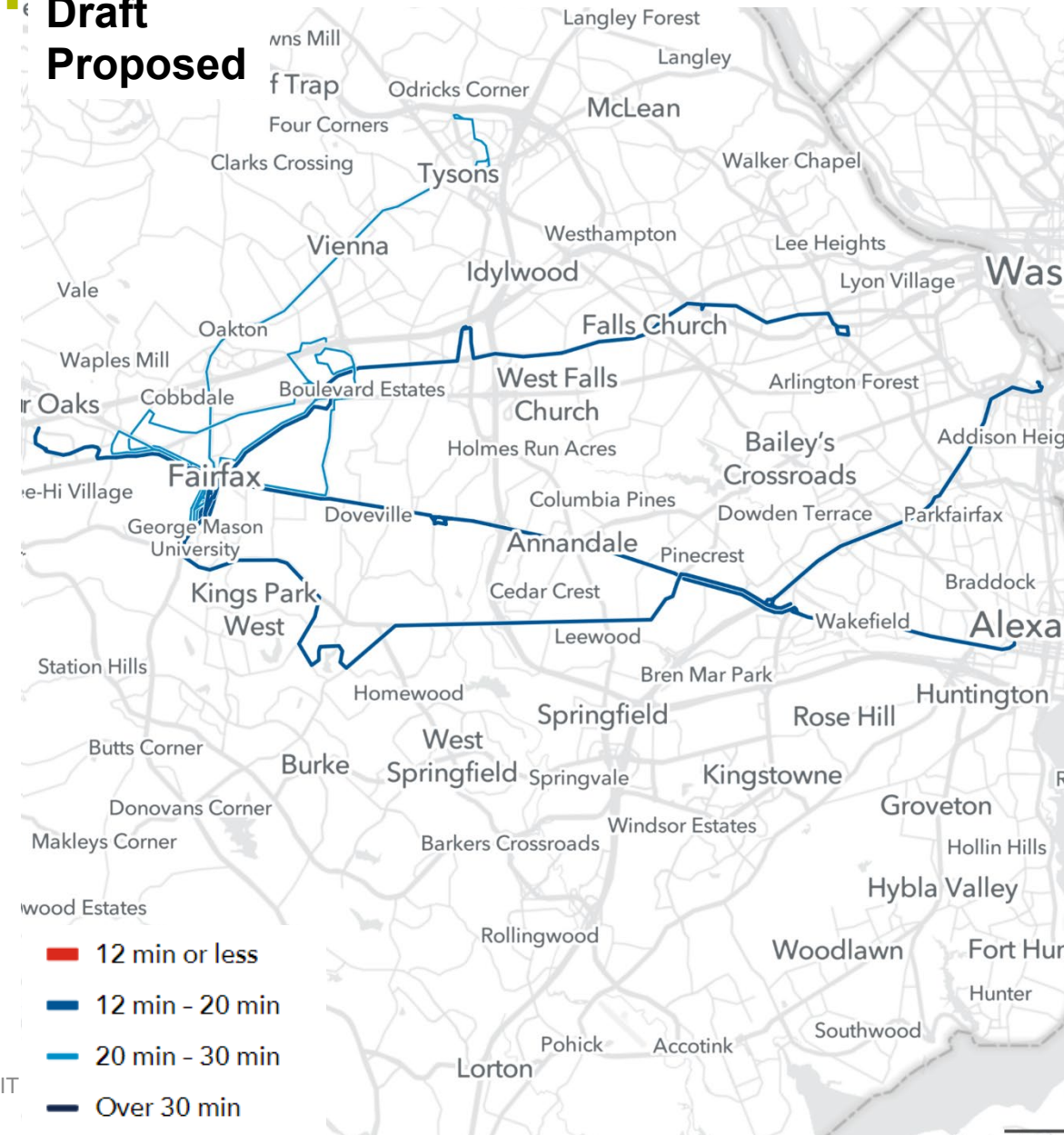


**Better connections** to hospitals, schools and employment, such as new Inova Alexandria Hospital hub and GMU



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

**Draft  
Proposed**



# The Draft Visionary Network...

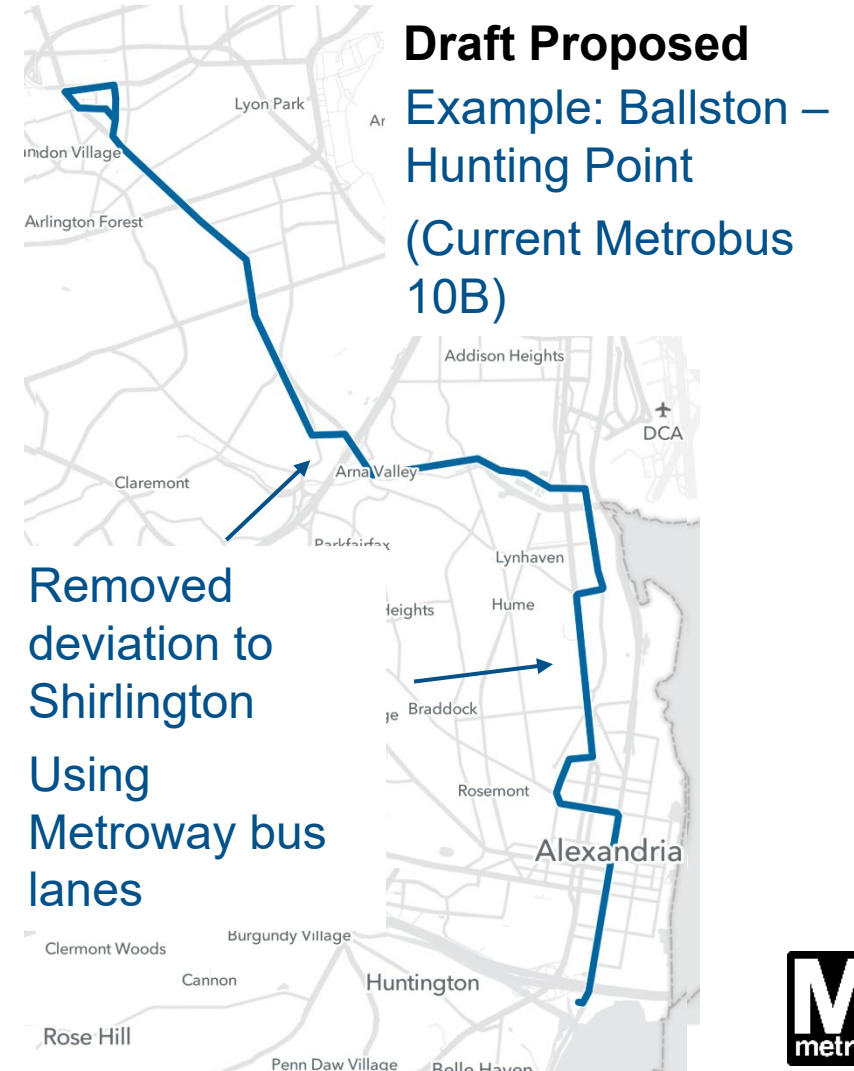
## *Improves the Customer Experience*

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

Improvements  
will save bus  
customers almost  
**20,000**  
hours every  
weekday!

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.



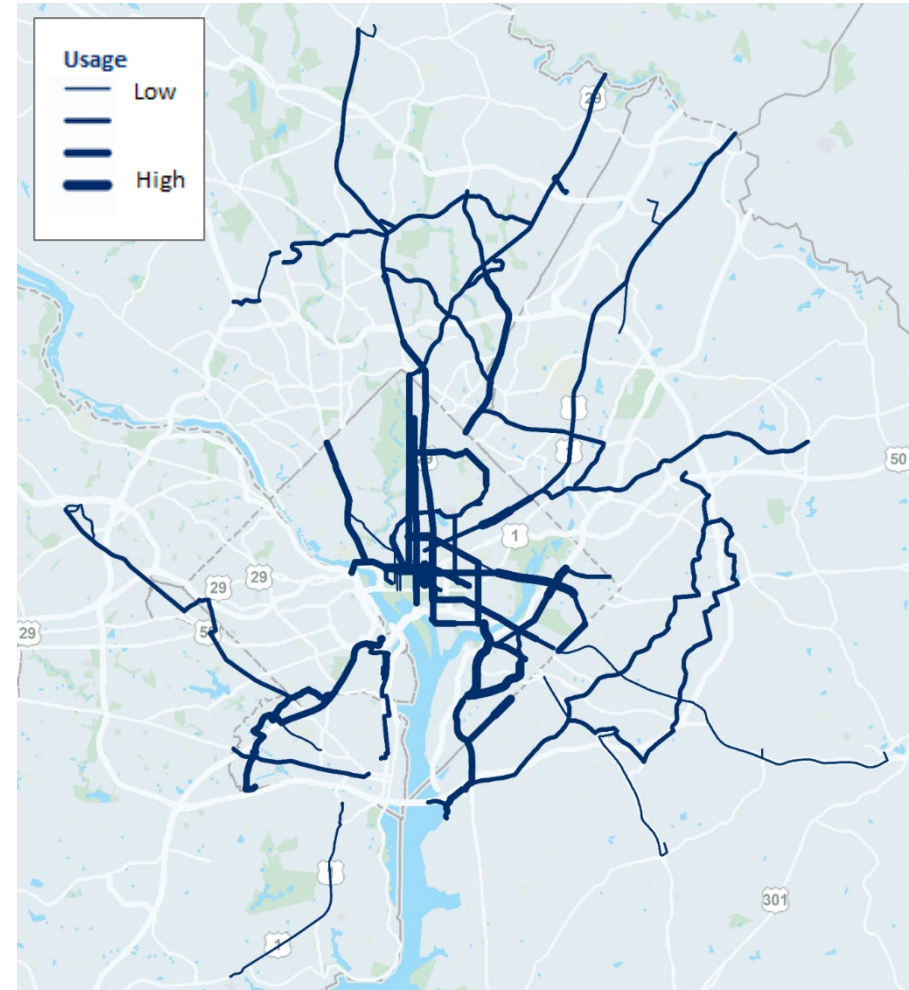


# The Draft Visionary Network...

## *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...



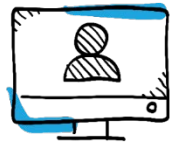
...chatting at pop-ups



...surveying on buses



...interacting on social media



...informing virtually at webinars in each jurisdiction

MD

VA

DC

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

...engaging with community-based organizations



...listening at community workshops

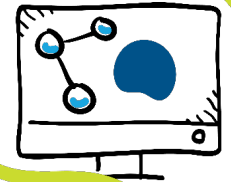


...capturing feedback through visual notetaking



...hearing from youth audiences

Those who can't make it to our events can visit [wmata.com/betterbus](http://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.



...listening at community workshops

...chatting at pop-ups



## 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



...informing virtually at webinars in each jurisdiction

## Bus Ride-Alongs

- Connecting with riders with information customized to their route



...surveying on buses

## #AskMeAnything on Twitter

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

...interacting on social media

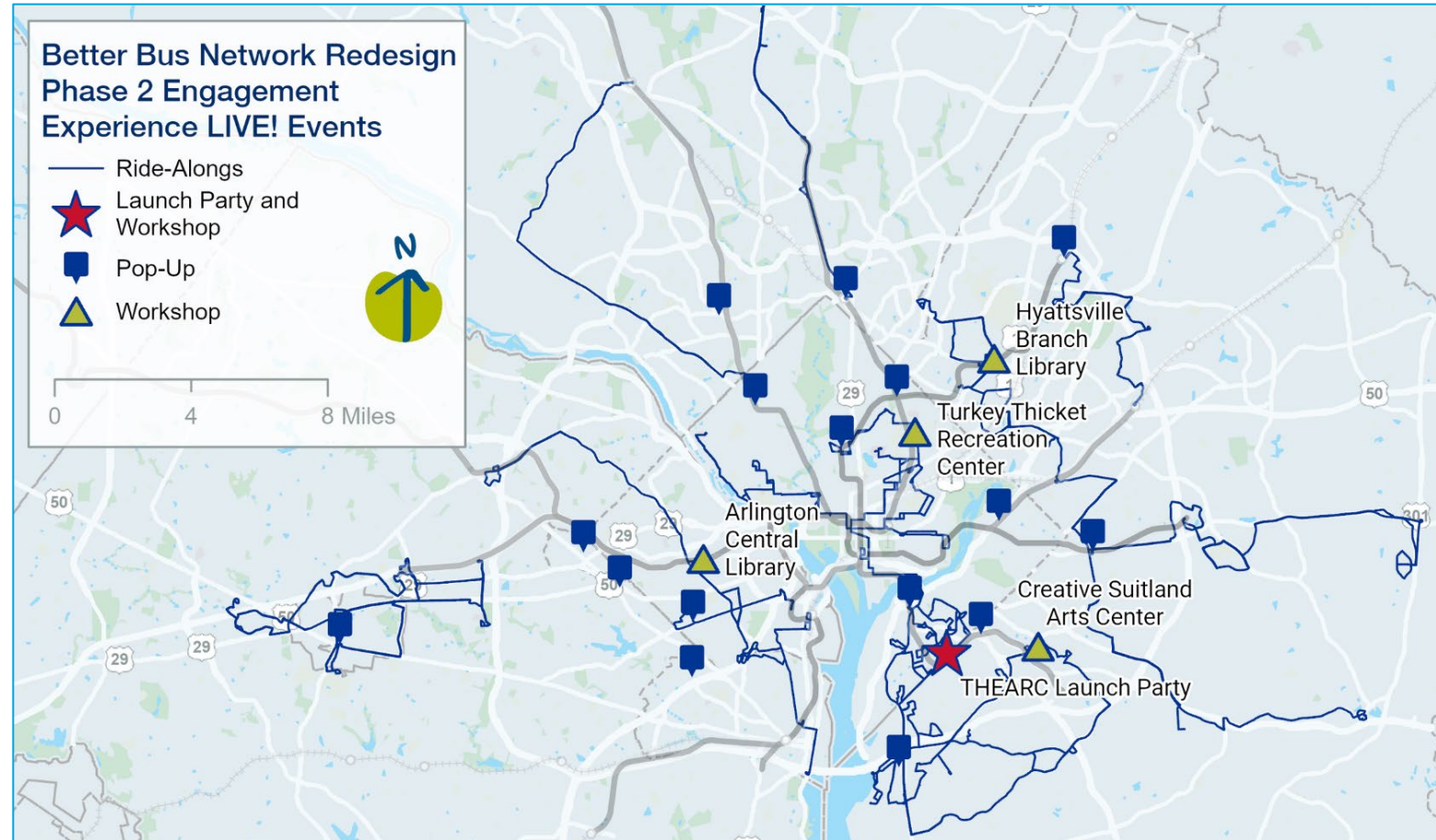




# Better Bus Experience LIVE!: Where We Will Be



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

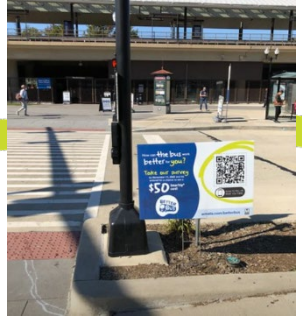


As of April 14, 2023 – please refer to project website for the most up to date locations and schedule

# Better Bus Virtual Experience LAB



Experience the  
Visionary Network  
*Online!*



## New Trip Planner

Compare your trip on the current network to the Visionary Network

Starting Point

Destination

## Comment on Your Route

Leave route-by-route feedback on an interactive map

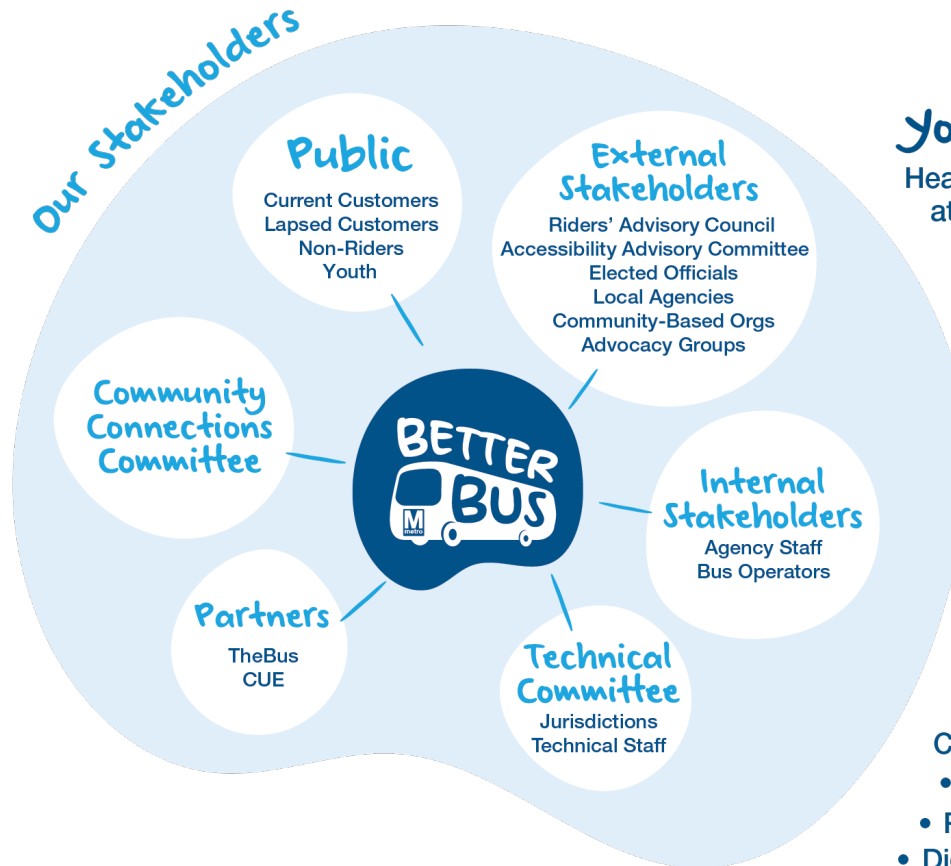
## Map Library

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

# How Will We Be Engaging Other Audiences?



## 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



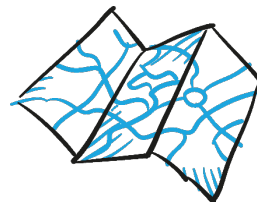


# Network Built in Coordination with Jurisdictional Partners

- 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



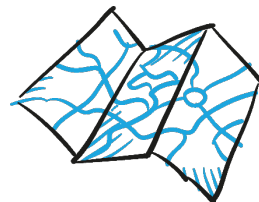
Jurisdictional Coordination Workshops



# 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



Preview Party: Southern Avenue Division



# 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

January 2023

Want a Better Bus system? Metro wants to hear from you!  
Answer by November 11 for a chance to win a \$50 SmarTrip card!

What Nearly 200 Bus Operators Told Us

- Route schedules need updating, primarily to allow for longer layovers and reflect traffic congestion on busy corridors
- Peak periods for travel demand may be shifting following the COVID-19 pandemic, and service and routes need to be updated to reflect more daytime travel and less rush hour travel
- Bus routes serving schools may benefit from added service to meet the travel demand occurring at school release times

Metro Forward Sponsored

Realice nuestra encuesta y ayúdenos a crear una red de **Better Bus.**

Crear una Better Bus

Learn more

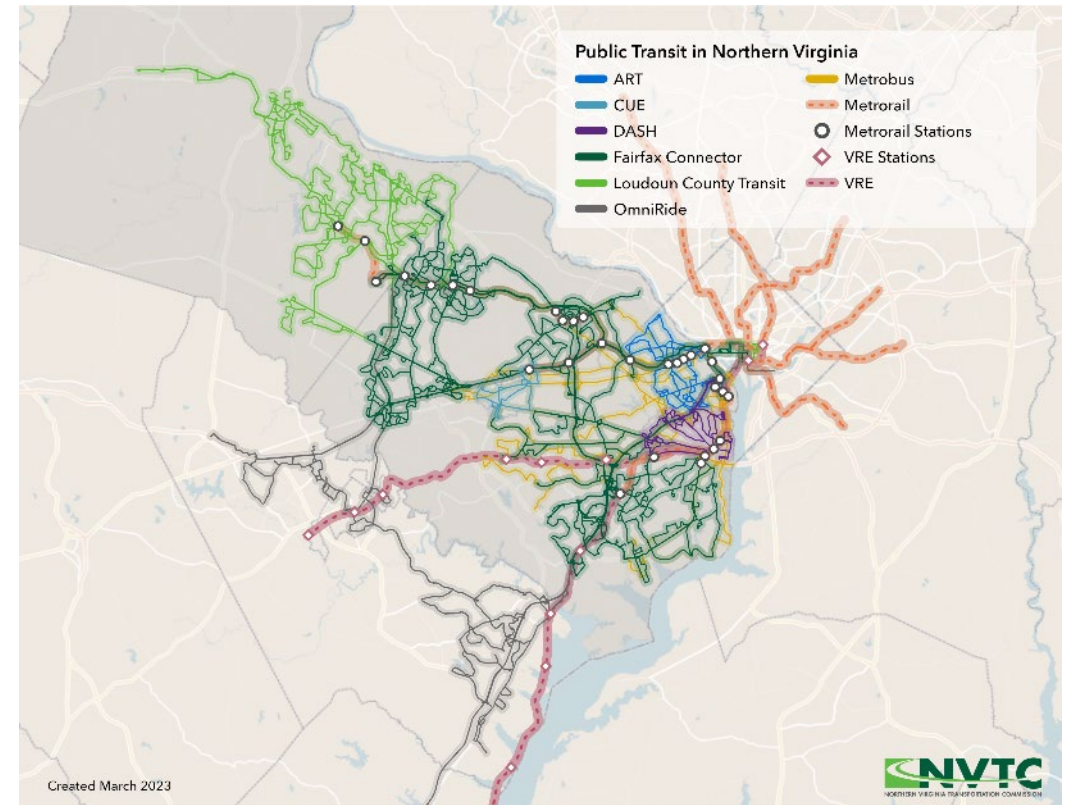
## 4) NVTC Staff Presentations:

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

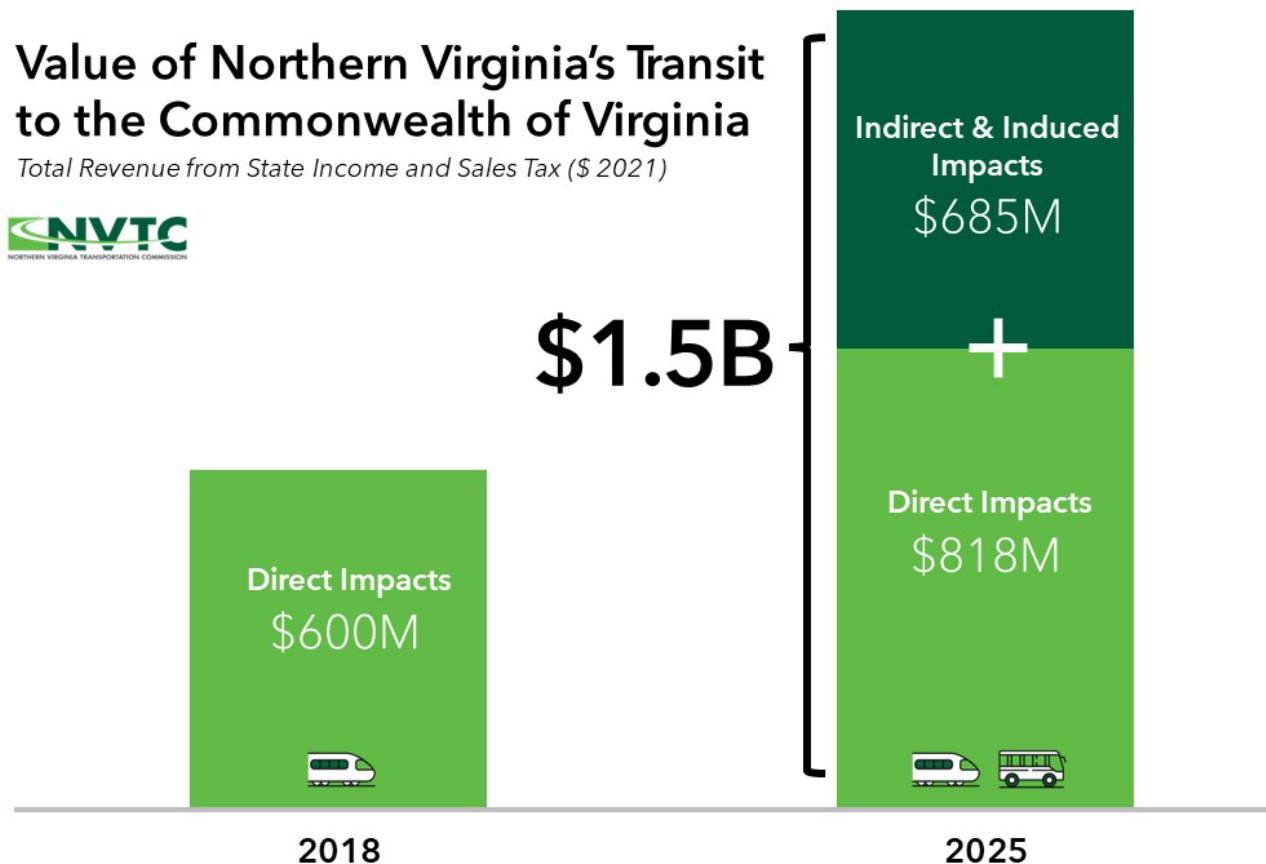
## What did we find?

- 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

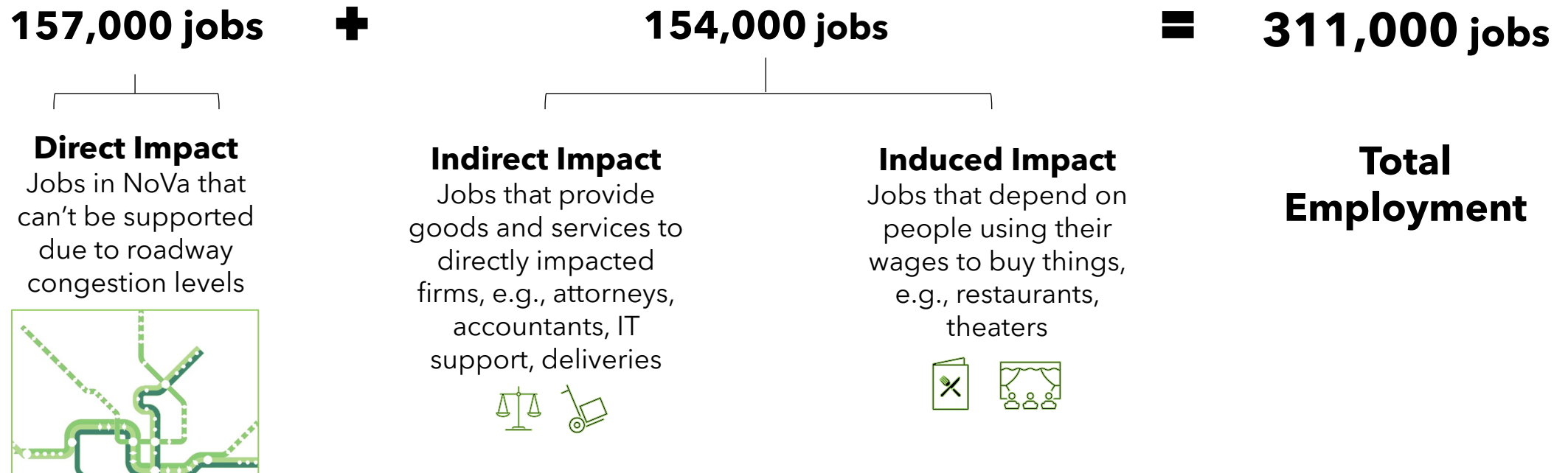
Total Revenue from State Income and Sales Tax (\$ 2021)



(Created April 2023)

# Value of Transit Study - Preliminary Findings

## What is Indirect & Induced 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 CO<sub>2</sub>  
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

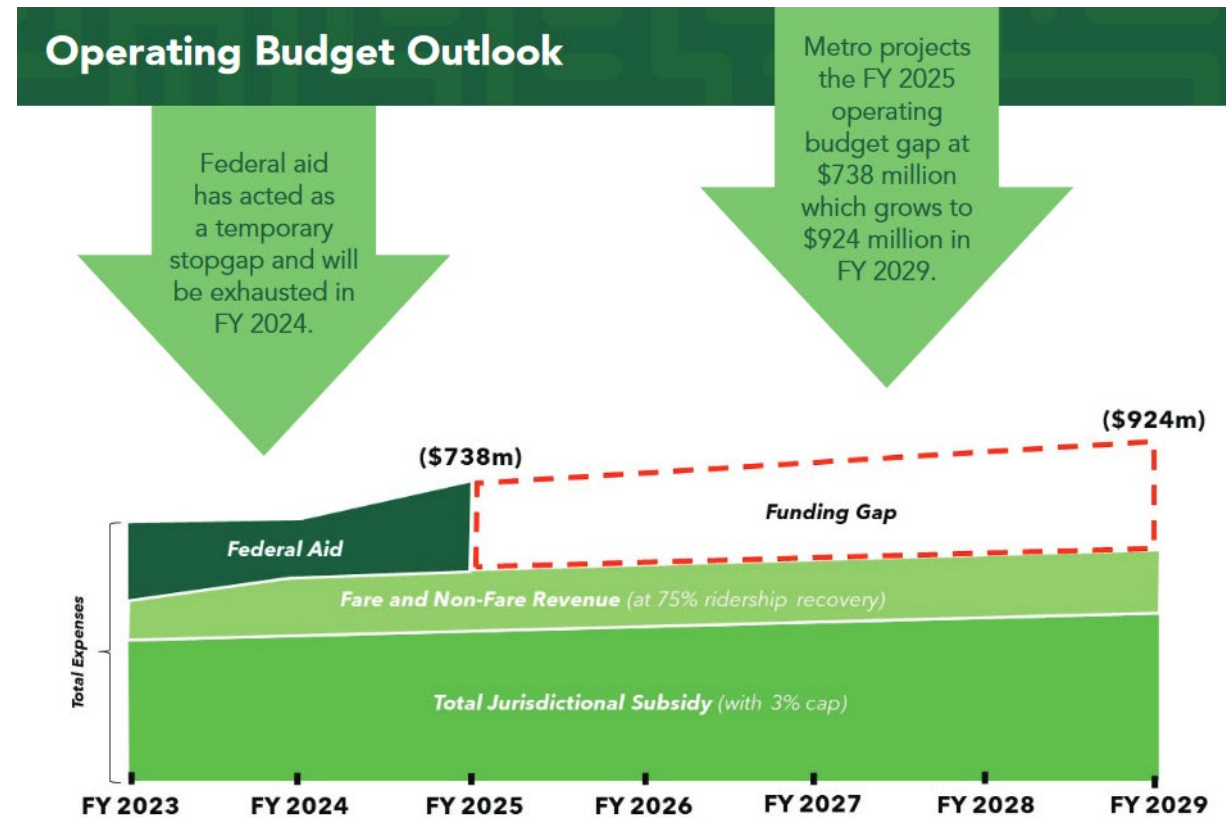
# NVTC's Metro Operating Funding & Reform Working Group

## 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

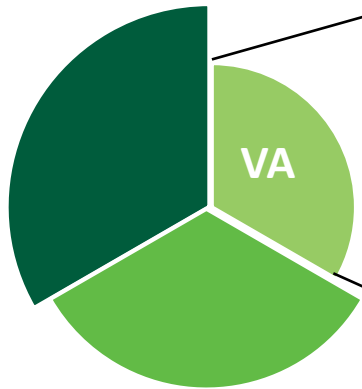
## Potential Dedicated Operating Funding to WMATA



# NVTC's Metro Operating Funding & Reform Working Group

## Working Group Approach

Potential Dedicated  
Operating Funding to  
WMATA



**Examine a variety of  
sources that are stable  
and sustainable in the  
long-term**

## **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



# NVTC's Metro Operating Funding & Reform Working Group

---

## **Considerations for Revenue Structure: Questions for the Working Group**

- 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?

# NVTC's Metro Operating Funding & Reform Working Group

---

- **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

# NVTC's Metro Operating Funding & Reform Working Group

---

## **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

---



# 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?



2300 Wilson Boulevard, Suite 230, Arlington, Virginia 22201 | [www.novatransit.org](http://www.novatransit.org) | [@novatransit](https://twitter.com/novatransit)  
[katemattice@novatransit.org](mailto:katemattice@novatransit.org) | (571) - 457 - 9523

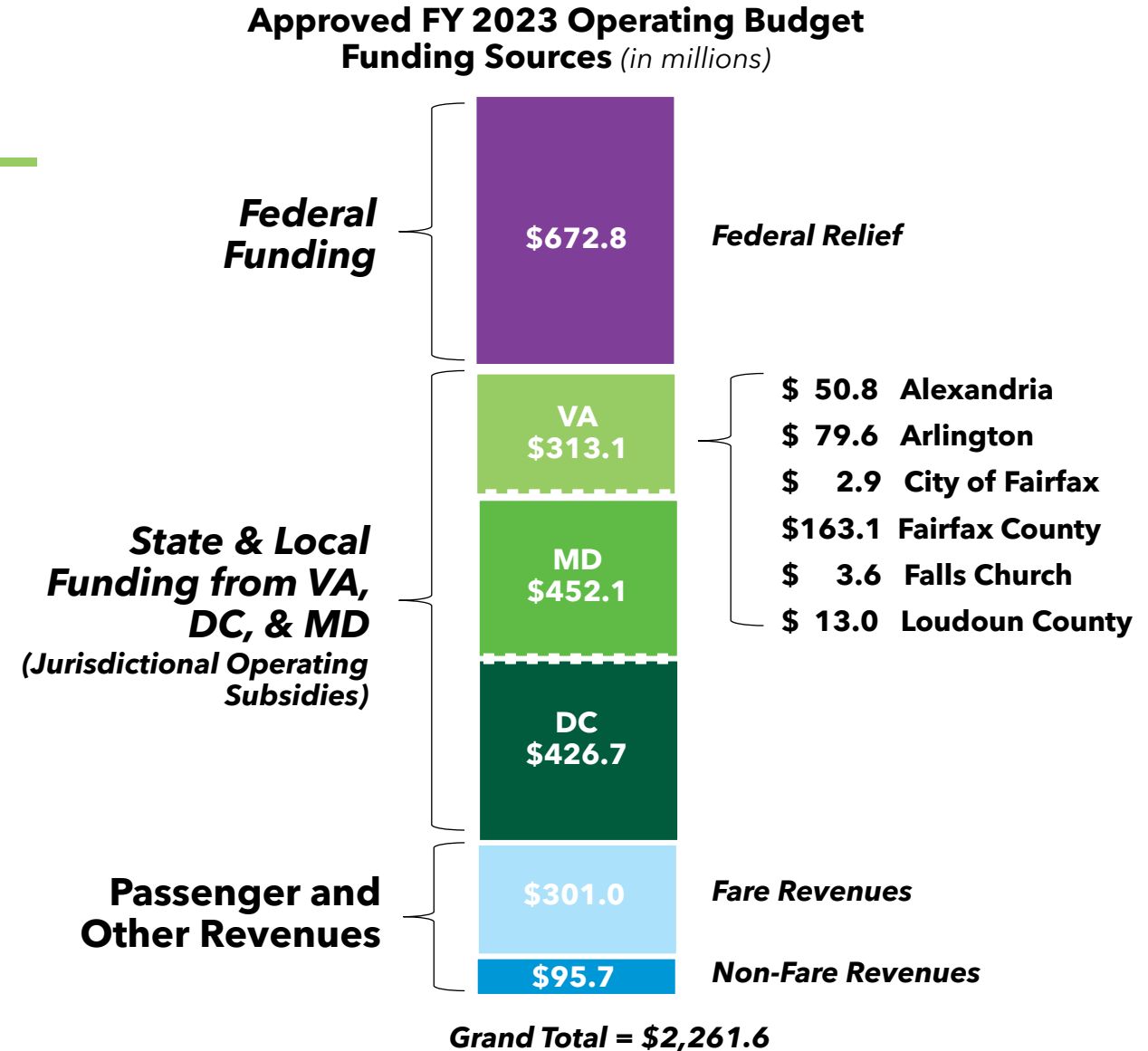


# Appendix Slides

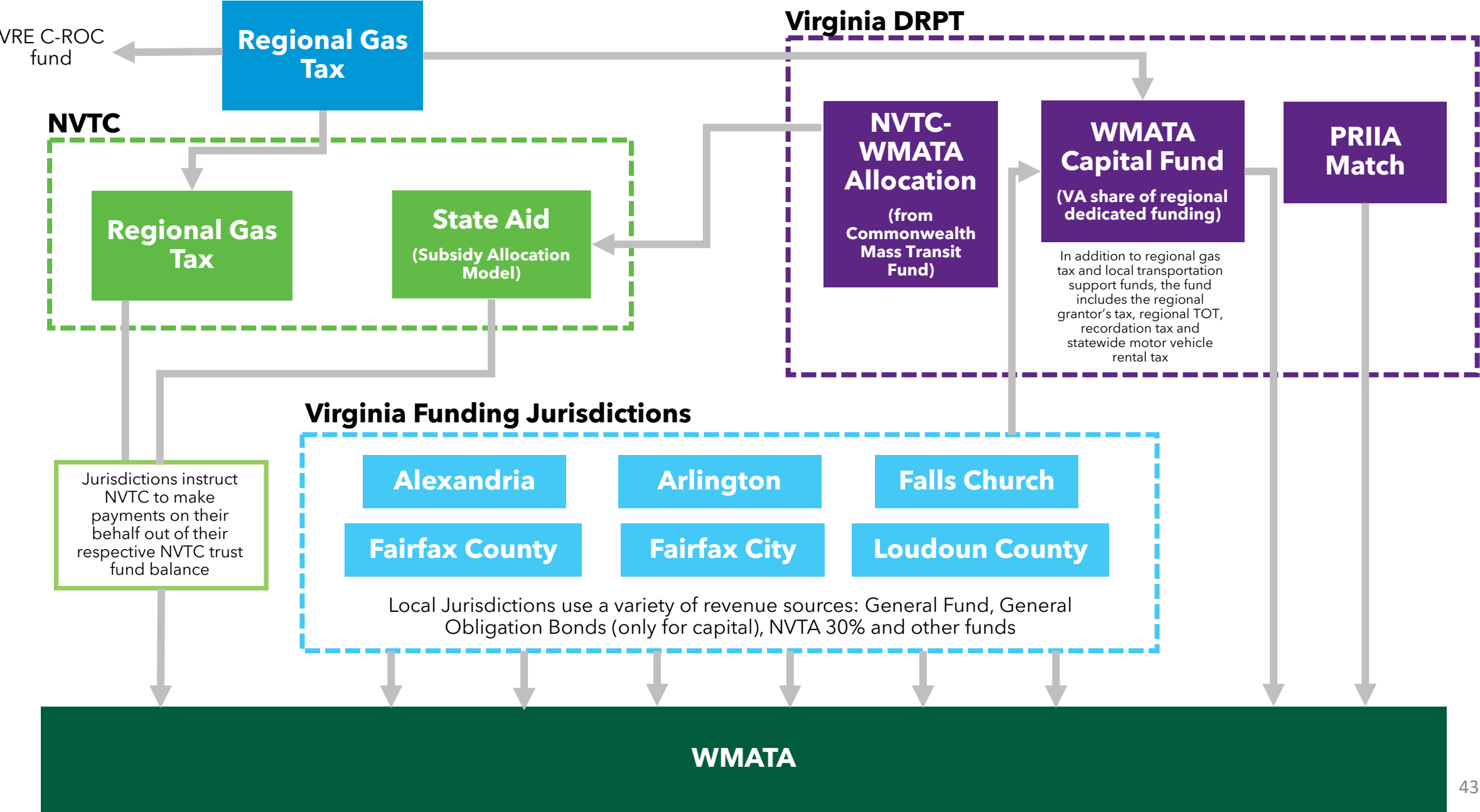
The following material was presented at the April 21, 2022 and October 20, 2022 NVTC WMATA Committee meetings.

# 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

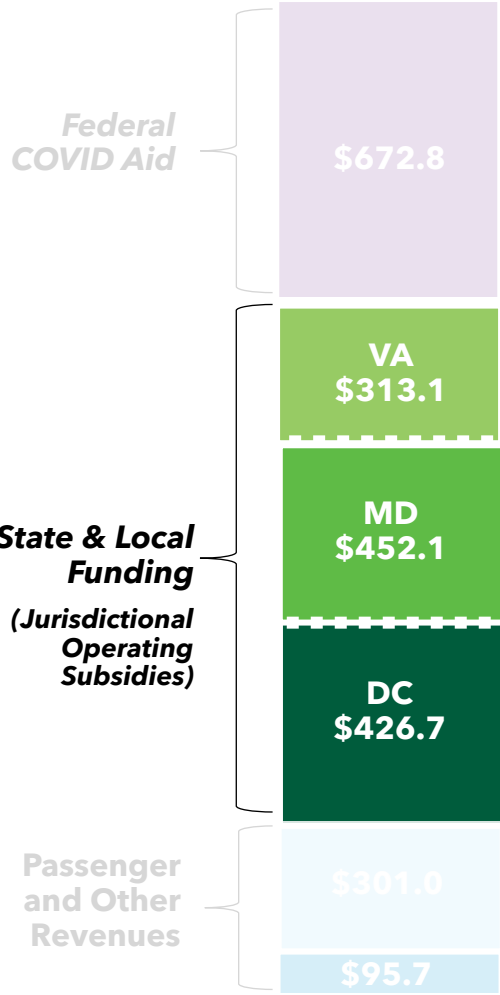


# How WMATA is Funded in VA



# How DC, MD, and VA fund WMATA

Approved FY 2023 Operating Budget  
Funding Sources (in millions)



Grand Total = \$2,261.6

## 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), NVRTA 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.

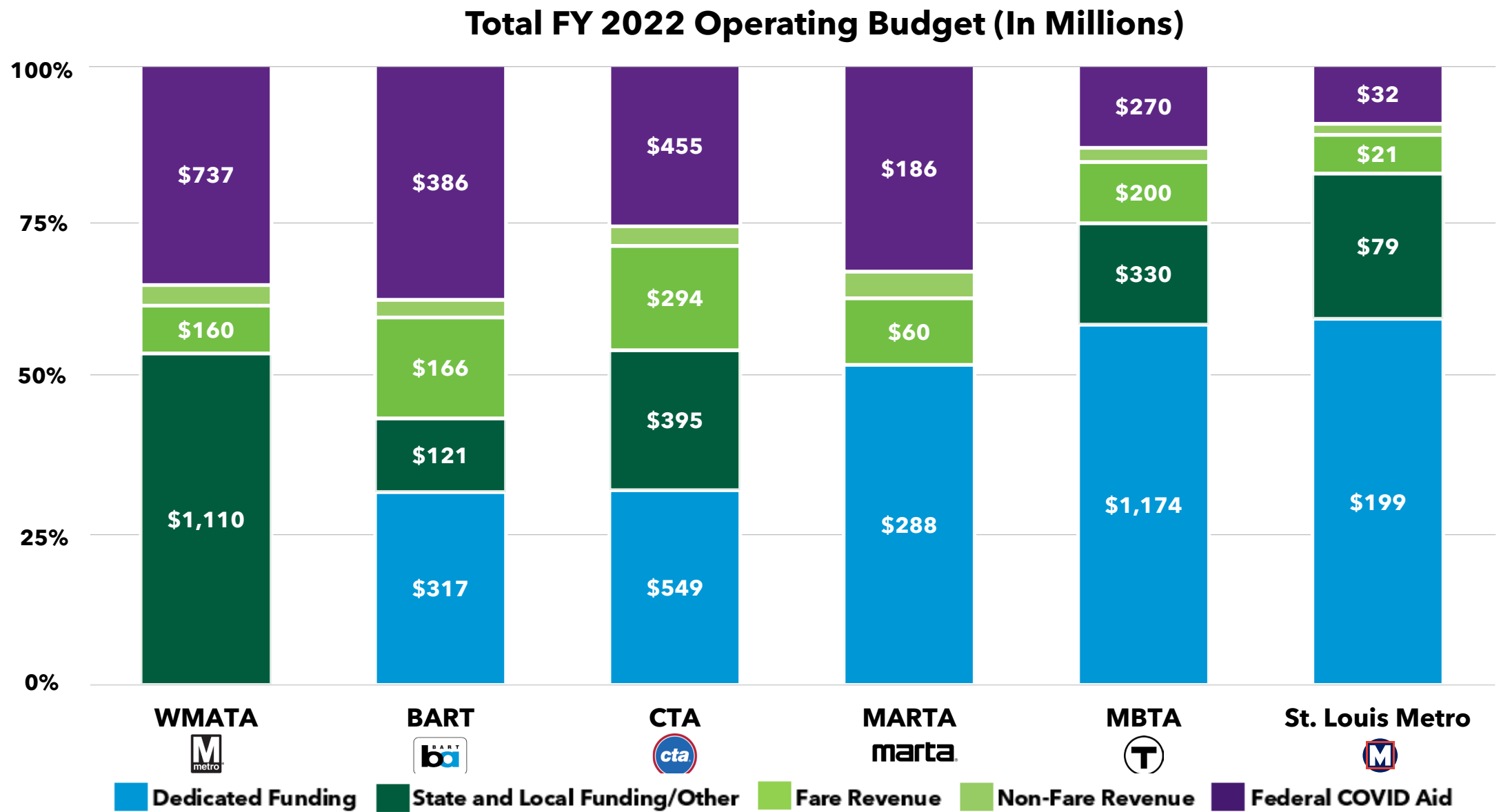
## District of Columbia

- 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



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

Funding Source	Agency
Sales Tax	      
Property Tax	
Real Estate Transfer Tax	 
Title Ad Valorem Tax	
Payroll Mobility Tax/Metropolitan Commuter Transportation Mobility Tax	
Petroleum Business Tax <i>(Business Privilege tax, Gasoline and Diesel Fuel Excise Tax, Vehicle Registration/Driver License Fees)</i>	
Mortgage Recording Tax <i>(MRT-1 &amp; MRT-2)</i>	
Corporate Franchise Tax	