

## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY - METRO

### MISSION STATEMENT

To provide financial contributions, on behalf of Arlington County, to satisfy the formula allocated subsidy requirements of Metrorail, Metrobus and MetroAccess services provided by the Washington Metropolitan Area Transit Authority (WMATA) throughout the region.

WMATA is a regional public transportation partnership among and between the area's state and local governments and the federal government. WMATA's member jurisdictions are: Arlington and Fairfax counties, the cities of Alexandria, Fairfax and Falls Church in Virginia, the District of Columbia and Montgomery and Prince George's counties in Maryland. The Authority's major budgetary programs are Metrorail, Metrobus and MetroAccess operations, the Metrorail Construction Program and the Capital Improvement Program (CIP), which includes the Infrastructure Renewal Program (IRP), the System Access/Capacity Program (SAP) and the System Expansion Program (SEP).

### FY 2008 PRIORITIES

The proposed priorities of WMATA are to sustain a stable operating environment by focusing on initiatives to improve and enhance:

- **Metrobus**
  - Implement Management Actions to Reduce/Eliminate Inefficient Service
  - Implement Management actions to reduce expenses
  - Reduce number of backup buses
  - Scale back bus service on four holidays
- **Metrorail**
  - Management actions to reduce costs by substituting new cars for out service overhaul cars
  - Close underutilized station entrances on weekends
  - Scale back rail services on four holidays
- **MetroAccess**
  - Continue providing services to certified system users

### SIGNIFICANT BUDGET CHANGES

The FY 2008 Proposed General Fund transfer for WMATA is \$17.4 million reflecting an 18 percent increase from the FY 2007 adopted budget. The operating subsidy increases by \$2,516,936, which reflects:

- ↑ A 14 percent increase in the Metrobus subsidy responding to new services requested by the County, annualization of FY 2007 Bus services changes; fully fund Workers' Compensation, Third Party Claims, Pension Fund, and Utility rate increases.
- ↑ A 49 percent increase in the Metro Access program responding to increase services to Arlington residents.
- ↓ A 3 percent decrease in the Metrorail subsidy due to FY 2007 adjustments.
- ↓ A 4 percent decrease in the Reimbursable Projects

**BUDGET DESCRIPTION**

Growth in WMATA's FY 2008 Proposed operating budget for the Metrobus, Metrorail and MetroAccess system is driven by: service expansion, base adjustments, and inflation.

The FY 2008 Proposed WMATA Operating budget totals \$1.2 billion with approximately \$499.8 million of subsidy allocated through the various formulas. Arlington's share is approximately 7.0% of the total. Many transit services in Arlington operate seven days per week providing up to 18 hours of daily coverage. Metrobus annually transports nearly 13.3 million passengers (90% of all bus riders in Arlington) during nearly 176,000 revenue hours of service on 26 separate lines traveling 2.8 million miles through the county. There are seven major terminals and approximately 1,100 bus stops in the County. Metrorail serves 11 stations in Arlington along three lines (Orange, Yellow and Blue) with over 200,000 average weekday passenger entries and exits (64 million per year). MetroAccess serves about 1,000 persons per month, representing about 10 percent of paratransit travel by County residents.

The FY 2008 Proposed WMATA CIP totals \$734.0 million. This program, funded through a regional 5-year agreement known as Metro Matters, procures replacement Metrobuses, bus overhaul, escalator/elevator rehabilitation and Metrorail station and railcar capital improvements and enhancements. Arlington County is committed to contribute approximately \$14.3 million to WMATA's CIP in FY 2008 from bond funds and state grants.

**Metrobus Operations Program**

County staff is actively engaged in planning, coordinating and supporting Metrobus services to ensure that optimal value and service quality is delivered to riders in the County. A strategic improvement plan was prepared for Pike Ride, in 2003, to support continuing development of the Columbia Pike corridor. As part of developing the FY 2008 budget, an annual Metrobus service plan is prepared and initiatives identified for funding consideration. Operational initiatives recommended for FY 2008 include the following:

**FY 2008 METROBUS INITIATIVES  
PROPOSED FOR ARLINGTON SERVICES**

SERVICE DESCRIPTION	CHANGE
<b>PikeRide Enhancements</b>	<b>\$11,000</b>
<ul style="list-style-type: none"> <li>▪ Adjust trip times on the trunk of lines 16A-J, 16G-W and 16Y to re-establish headway-based service (one time expenditure)</li> </ul>	\$4,000
<ul style="list-style-type: none"> <li>▪ Install and maintain Transit Signal Priority Equipment on 34 Pike Ride Metrobuses</li> </ul>	\$7,000
<ul style="list-style-type: none"> <li>▪ Continue Pike Ride Control Center with project-dedicated contract staffing and technology to provide to support innovations to be implemented on Columbia Pike (capital grant funded)</li> </ul>	\$0
<ul style="list-style-type: none"> <li>▪ Expand funding and enhance Bus Stop Cleaning Services provided by the Solid Waste Bureau for Pike Ride shelters and bus stops along Columbia Pike and at Pentagon City to include new Super Stop locations. (capital grant</li> </ul>	\$0

SERVICE DESCRIPTION	CHANGE
funded)	
<ul style="list-style-type: none"> <li>▪ Continue to support enhanced Pike Ride operator training in partnership with Metrobus to support service enhancement.</li> </ul>	\$0
<b>Metrobus Effectiveness</b>	<b>\$46,800</b>
<ul style="list-style-type: none"> <li>▪ LED sign maintenance and operations for Rosslyn and Crystal City Stations and Columbia Pike Super Stops provided by contract labor (local transit operations)</li> </ul>	\$5,000
<ul style="list-style-type: none"> <li>▪ Obtain services of a Service Planning Contractor to assist in development of an implementation plan for Metrobus service in response to the DES Master Transportation Plan (local transit operations)</li> </ul>	\$20,000
<ul style="list-style-type: none"> <li>▪ Continue contract management services to provide a Bus Stop Manager to focus on improvements to the Bus Stop and Shelter Program</li> </ul>	\$0
<ul style="list-style-type: none"> <li>▪ Provide for recurring contractor services to perform route monitoring and quality of service surveys to determine service quality and measure customer satisfaction with bus operations (local transit operations)</li> </ul>	\$10,000
<ul style="list-style-type: none"> <li>▪ Continue replacement and information updates in Bus Stop Information Cases deployed at Metrobus (capital grant funded)</li> </ul>	\$5,000
<ul style="list-style-type: none"> <li>▪ Upgrade, activate and maintain 8 NextBus signs on 38B line</li> </ul>	\$6,800
SERVICE DESCRIPTION	CHANGE
<b>Metrobus Efficiencies</b>	<b>\$46,000</b>
<ul style="list-style-type: none"> <li>▪ Adjust running time of 3A-E Lee Highway to ensure service reliability</li> </ul>	\$0
<ul style="list-style-type: none"> <li>▪ Restructure 1B-Z Wilson Blvd</li> </ul>	\$0
<ul style="list-style-type: none"> <li>▪ Continue Saturday service on Metrobus route 22A</li> </ul>	\$0
<ul style="list-style-type: none"> <li>▪ Change Metrobus lines 25AFGGPR, 25B and 7BC to improve reliability; eliminate duplication with other services and reduce costs</li> </ul>	(\$7,000)
<ul style="list-style-type: none"> <li>▪ Implement Saturday service, 22B Pentagon-Army/Navy Shirley Park</li> </ul>	\$53,000
<b>MetroBus Service Enhancements</b>	<b>\$349,000</b>
<b>Potomac Yard Busway</b>	
<ul style="list-style-type: none"> <li>▪ Extend Metrobus Route 9S-Crystal City-Potomac further south into area of Potomac Yard residential developments</li> </ul>	\$349,000
<b>Shirlington Bus Station</b>	
<ul style="list-style-type: none"> <li>▪ Reroute lines 7, 10, 22A, 23 &amp; 25 to service the Shirlington Bus Station</li> </ul>	\$0
<b>Net Total FY 2008 Proposed Initiatives Change</b>	<b>\$452,800</b>

<b>Metrobus Reimbursable Projects</b>	
▪ Continue to assign a Metrobus Supervisor to monitor bus operations on Columbia Pike	\$89,500
▪ Maintain Pike Ride signals	\$2,900
▪ Continue to assign a Metrobus Supervisor to monitor bus operations at Rosslyn Station	\$89,500
<b>Net Total FY 2008 Reimbursable Projects Subsidy Change</b>	<b>\$181,900</b>

<b>Metrobus Non-Regional Projects</b>	
▪ Continue to assign a Metrobus Supervisor to monitor bus operations on Columbia Pike	\$0
▪ Maintain Pike Ride signals	\$0
▪ Continue to assign a Metrobus Supervisor to monitor bus operations at Rosslyn Station	\$0
▪ Continue to assign a Metrobus Supervisor to monitor bus operations on Columbia Pike	\$0

**Capital Program**

WMATA's Metro Matters Program is a financial funding initiative developed in late FY 2004 and approved in early FY 2005 to improve regional mobility and accessibility. The strategies of Metro Matters support regional goals to reduce traffic congestion, increase accessibility to public transportation and ultimately improve the quality of life in the region. The program elements are rail and bus procurements, garage construction in Northern Virginia, upgrade and implement system security measures, and implementation of Regional Bus Study recommendations. Arlington's share of the Metro Matters Program for FY 2008 is \$14.3 million.

**Funding**

Passenger and system revenues fund approximately 59% of the annual cost of operations, one of the highest ratios in the country. The balance of operating funding comes from jurisdictional subsidies.

The Northern Virginia Transportation Commission (NVTC) receives state transit funds on behalf of Northern Virginia jurisdictions and federal funds not directly allocated to WMATA. In addition, the state collects a two percent regional gas tax on behalf of NVTC and distributes the proceeds to NVTC for payment to WMATA for qualifying operating and capital costs. These revenues are reflected as State Transit Aid and Regional Gas Tax receipts in the County budget description. Local governments provide the balance of required funding for transit operating programs. Arlington County uses General Fund dollars to finance this portion of its share of WMATA operations.

**FUTURE BUDGET CONSIDERATIONS**

The following factors will continue to affect the WMATA operating budget beyond the FY 2008 budget as included in multi-year financial and service planning:

- Labor rates and wage inflation
- Health and pension increases
- Living Wage proposal for all Metro contracts
- Escalation of energy costs (diesel, Compress Natural Gas, electric)
- Annualization of new facilities such as the station access improvements
- Ridership growth and system costs for Metro Access
- Implementation of recommendations from American Public Transportation Association's Rail & Bus Peer Review
- Availability of Federal Discretionary and Security Funds
- Passenger fares and system revenue receipts

**METRO FINANCIAL SUMMARY**

	FY 2006 Actual	FY 2007 Revised	FY 2008 Proposed	% Change '07 to '08
Metrobus	\$16,641,504	\$18,327,200	\$20,956,397	14%
Metrorail	12,365,102	12,858,800	12,528,979	-3%
Other Metro Expenses	150,000	150,000	150,000	-
Reimbursable Projects	304,800	190,000	181,900	-4%
MetroAccess	467,421	460,000	685,660	49%
Audit Adjustment	-	-	-	-
<b>TOTAL SUBSIDY</b>	<b>29,928,827</b>	<b>31,986,000</b>	<b>34,502,936</b>	<b>8%</b>
Source of Contributions				
State Transit Aid	\$13,065,668	\$14,225,000	\$14,225,000	-
Regional Gas Tax	3,647,408	2,500,000	2,465,136	-1%
Other	156,855	263,343	-	-100%
NVTC REVENUES	16,869,931	16,988,343	16,690,136	-2%
Other Sources (1)	58,896	297,657	412,800	39%
<b>NET TAX SUPPORT</b>	<b>\$13,000,000</b>	<b>\$14,700,000</b>	<b>\$17,400,000</b>	<b>18%</b>

(1) Credit available at WMATA and NVTC