



Commonwealth Transportation Board

Public Hearing on Six-Year Transportation Program

June 2, 2009

7:00 P.M.

**Mary Ellen Henderson Middle School
7130 Leesburg Pike, Falls Church, VA**

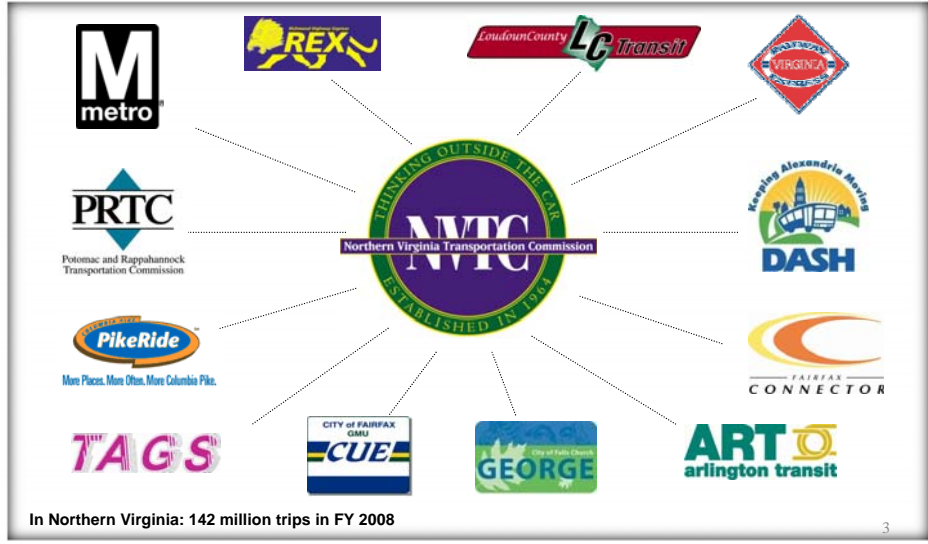
**Statement of Christopher Zimmerman, Chairman
Northern Virginia Transportation Commission**



- Since my last statement to you in January, 2009, transit has continued to perform exceptionally well in Northern Virginia despite severe financial constraints. The slides in the appendix illustrate this fact.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs, including flexing federal stimulus and other funds to transit projects, because Northern Virginia's level of local effort far exceeds the rest of the commonwealth.
- The level of transit assistance for FY 2010 for NVTC's jurisdictions and VRE, while less than in FY 2009, is significant and appreciated.
- In these brutal economic times, we hope that DRPT will continue to be flexible in administering its programs.
- An effective dialogue is needed to resolve concerns with the I-95/395 HOT Lanes project.



Northern Virginia's Interconnected Transit Systems



Ridership Data Show Continued Positive Regional Transit Performance

Strong transit performance in Northern Virginia:

- Through April, 2009, ridership is up five percent in FY 2009 compared to the same period in FY 2008 (see slide 14 in appendix).
- 75% of Virginia's transit ridership is here.
- Northern Virginia's 2.1 million residents took 66 transit trips per capita in FY 2007, while in NVTC's WMATA jurisdictions residents took 96 (the statewide average outside of Northern Virginia was only approximately 11). For FY 2008, NVTC jurisdiction residents increased their per capita transit trips to 99.
- Transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and about half outside the Beltway.
- The Virginia State of the Commute survey shows 30% of Northern Virginia's work trips occur in alternative modes (other than driving alone), three times as great a share as the rest of the commonwealth.





Local Level of Effort



- It now costs over \$636 million dollars annually to operate, maintain and invest in public transit in NVTC's jurisdictions.
- Local sources (fares, 2% gas tax, local subsidies) provide two-thirds of that amount, but economic challenges are threatening NVTC's transit revenues. So far in the first third of calendar 2009, NVTC's gas tax revenues are 37% lower than the comparable period in 2008.
- Local property tax revenues are also sharply lower, necessitating rate hikes in most jurisdictions.
- Transit fares have also been increased on most transit systems in Northern Virginia.



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Local Level of Effort



- For FY 2009, the Northern Virginia Transportation District had a local level of effort funding transit of \$212 per person. NVTC's five WMATA jurisdictions had a combined local effort of \$278 per person. The next largest effort was in the Richmond District at \$31 per person.
- The statewide average excluding the Northern Virginia District was only \$20.16, so this district's per capita level of local effort is more than 10 times greater than the rest of the commonwealth.
- 51% of Northern Virginia's employers provide commuter services to encourage transit and ridesharing, versus 40% in the rest of Virginia.

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State Transit Aid for FY 2010



- Statewide assistance for transit using state funds is down about \$26 million (10%) from the FY 2009 program. Increased state-administered federal funds cushion the decrease for a net reduction of \$9.6 million (3.1%).
- For the state to meet the statutory target of 95% of eligible transit expenses for its programs another \$166 million is needed (\$153 million of that is for operating assistance).
- NVTC's portion of that shortfall is \$112 million, including VRE.
- NVTC receives about 62% of statewide transit allocations and Northern Virginia (including Loudoun County and PRTC) receives 76%.
- DRPT has reduced its project management costs and properly allocated a portion of NVTC's Metro Matters project to bond funding which helps to cushion the impact of reduced state assistance to NVTC.

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What can CTB do to Help Transit in Northern Virginia?



1. Give top priority for transit projects in Northern Virginia because this region has the greatest use of transit and greatest per capita local effort to invest in transit.
2. Encourage the General Assembly to increase statewide transit funding and restore regional funding.

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What can CTB do to Help Transit in Northern Virginia?

3. Maintain flexibility in administering DRPT programs in light of the enormous funding pressures faced by local transit systems. Support DRPT's case-by-case decisions to extend grant deadlines and shift project funds within the same transit system, to allow full billing where warranted due to events beyond the control of grantees.



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What can CTB do to Help Transit in Northern Virginia?

4. Consider carefully Northern Virginia's concerns with the I-95/395 HOT lanes project to protect levels of service and safety on the existing transit/HOV facility and encourage an active dialogue with stakeholders to resolve problems before the commercial agreement with the private partners is executed.



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In Closing

- NVTC appreciates the support of Secretary Homer and DRPT Director Badger and their staffs, as well as each member of the CTB.
- For more transit performance facts and links to each public transit system, visit NVTC's website at: www.thinkoutsidethecar.org
- Questions?



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APPENDIX



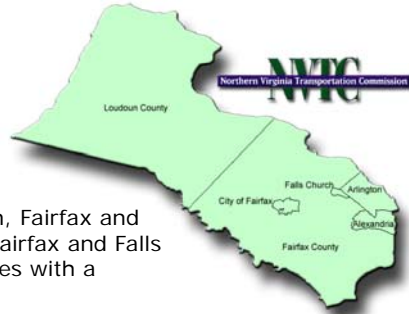
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NVTC is...



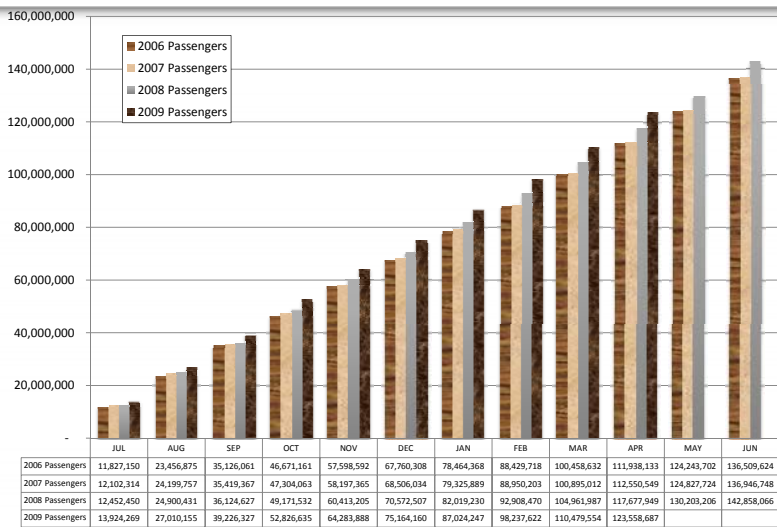
- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.7 million.
- The agency manages over \$200 million of state and federal grant funds and regional gas tax revenues each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit www.thinkoutsidethecar.org.



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Cumulative Monthly Northern Virginia Transit Passenger Trips FY2006 - FY2009



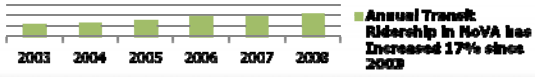
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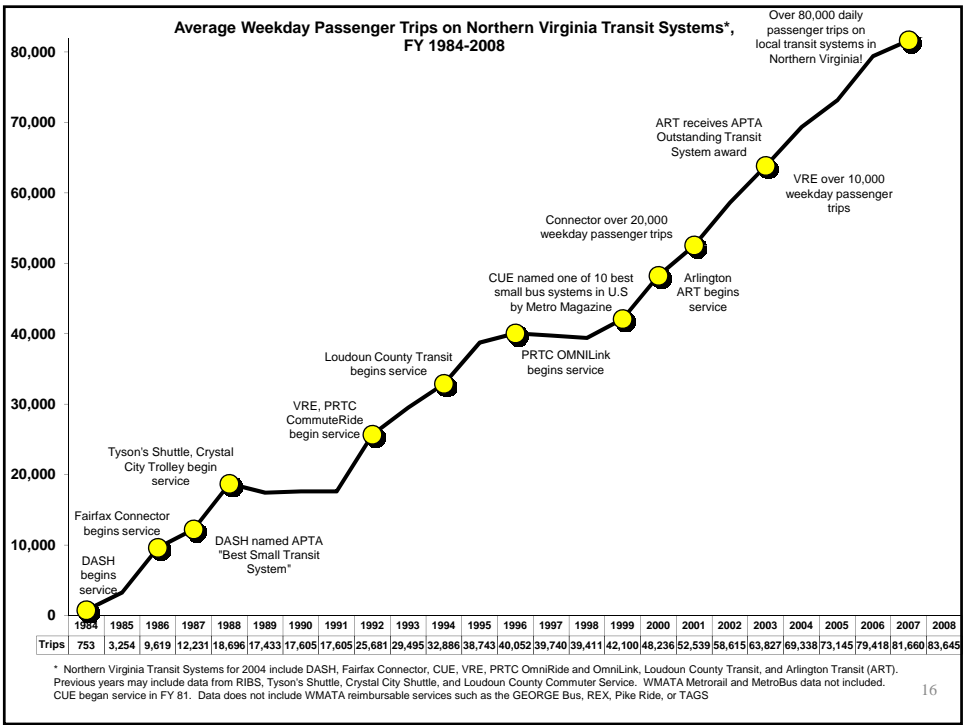
Total Transit Ridership Growth NoVA FY 2003-2008



Transit Provider	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips	FY 2008 Passenger Trips
Metrorail (Northern Virginia)	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091	97,964,390
Metrobus (Northern Virginia)	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434	20,870,898*
Fairfax Connector	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392	9,810,228
Alexandria DASH Bus	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449	3,978,773
Virginia Railway Express	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561	3,628,563
PRTC OMNI Ride Bus	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556	1,840,722
Arlington Transit	397,001	674,806	788,854	926,574	1,060,441	1,225,427
City of Fairfax CUE Bus	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346
PRTC OMNI Link Bus	649,405	604,586	694,367	843,407	870,206	1,008,626
Loudoun County Transit	281,829	392,901	513,766	602,333	652,347	777,273
Total	121,583,356	125,685,507	128,945,194	137,341,911	137,544,235	142,152,246

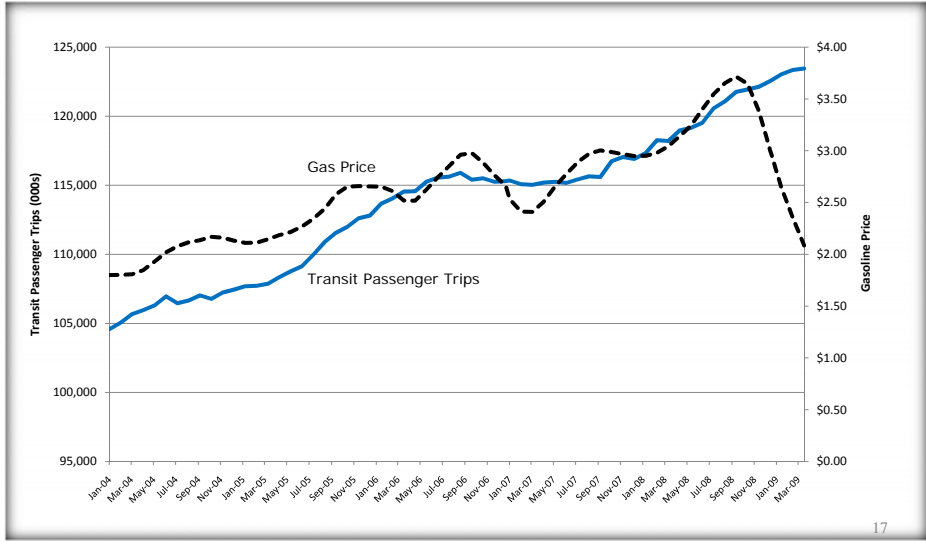


*Preliminary.





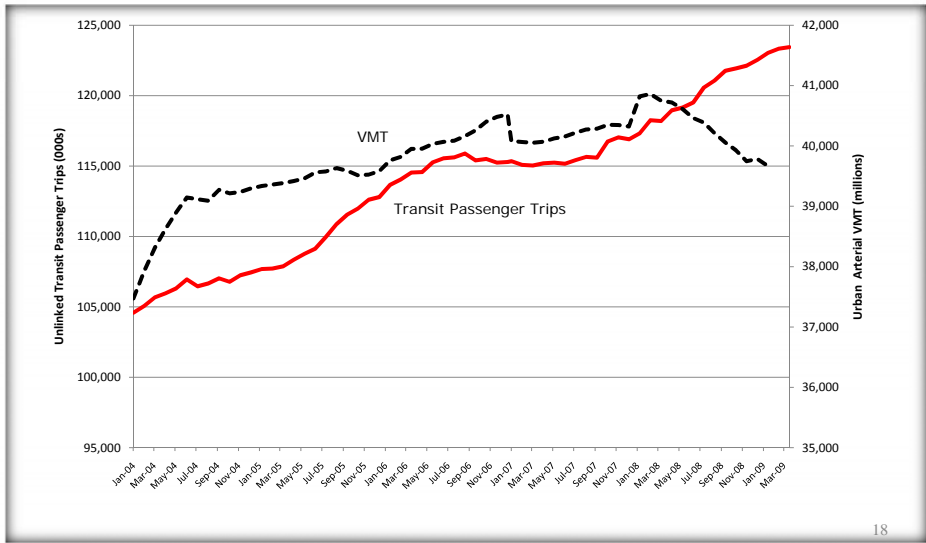
Northern Virginia WMATA Unlinked Transit Passenger Trips – 12 Month Moving Total vs. Gas Price



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Northern Virginia WMATA Unlinked Transit Passenger Trips vs. Virginia Urban Arterial VMT -12 Month Moving Totals



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