



## Commonwealth Transportation Board

### *Public Hearing on Six-Year Transportation Plan*

May 14 , 2008

7:30 p.m.

Northern Virginia Community College  
Annandale Campus

Statement of William D. Euille  
Northern Virginia Transportation Commission



- Transit is performing exceptionally well in Northern Virginia despite severe financial constraints.
- For continued success key transit investments are needed.
- In addition to funding, other transit challenges must be met.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs and can help in several specific ways.



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## Northern Virginia's Interconnected Transit Systems



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## Positive Regional Performance

Strong transit performance in Northern Virginia:

- 17 % ridership growth here since 2002
- Metrorail is up 4 percent so far in FY 2008 and VRE is up 4.4 percent.
- 75% of Virginia's transit ridership is here
- Northern Virginia's two million residents took 69 transit trips per capita in FY 2007 (the statewide average was 24).
- Transit and ridesharing carry two-thirds of commuters in our major corridors in peak periods.



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## Other Benefits of Public Transit

- The Texas Transportation Institute's latest congestion report shows the Washington Metropolitan region saves about a half billion dollars of otherwise wasted time and fuel because of its investments in effective public transit. Using VDOT's own delay model the calculated savings from transit would be much greater.
- NVTC estimates annual fuel savings of 63.2 million gallons in Northern Virginia from transit use (273 gallons per transit user per year).
- Using a factor of 22 pounds of CO2 saved each day per transit user calculated in a September, 2007 report for APTA by SAIC, transit in Northern Virginia saves over 2,500 tons of Greenhouse Gas Emissions per weekday.



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## Local Level of Effort

- It now costs over \$636 million dollars annually to operate, maintain and invest in public transit in Northern Virginia.
- Local sources (fares, 2% gas tax, local subsidies) provide two-thirds.
- For FY 2005, NVTC's jurisdictions had a local level of effort of \$208 per person. The next largest effort was in the Richmond District at \$20 per person.



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## Needed Public Transit Investments



- Approved NVTA TransAction 2030 plan sets multimodal priorities.
- \$700 million more funding is needed each year (in 2005 dollars) for the next 23 years to implement the plan. New regional funds, forecast about \$300 million would have fallen far short and have been revoked.
- Of a \$97 million reduction in statewide transit funding over the next six years, over \$71 million was lost to Northern Virginia.
- Metro needs 340 new railcars, 275 new buses and many other enhancements costing \$3.0 billion over 10 years to keep the system in a state of good repair and achieve 50 percent eight-car trains and modest bus service enhancements.
- By 2011, WMATA and its member jurisdictions will need to agree on a new 10-year capital funding program of at least \$1 billion. **7**



## Needed Public Transit Investments



- In the meantime, WMATA has urgent unfunded needs affecting safety, efficiency and proper maintenance amounting to \$0.5 billion over two years.
  - WMATA lost \$50 million in annual regional funding in Northern Virginia
  - VRE needs locomotives (\$41 million), parking (\$30 million), platform extensions (\$20 million), etc. Lost \$25 million of annual regional funding.
  - Other regional transit projects threatened by loss of funding:
    - Crystal City/Potomac Yard Transitway
    - Columbia Pike light rail
    - Richmond Highway transit in Fairfax and Prince William Counties
    - Rail to Dulles (requires \$900 million federal contribution)
    - Metrorail station improvements
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## Additional Public Transportation Challenges



- Helping the region respond to impending traffic crisis at Fort Belvoir/Engineer Proving Grounds (EPG).
- Upgrading safety and security for transit systems.
- Enhancing pedestrian access at bus shelters and stops.
- Responding to an aging population (the "gray tsunami").
- Improving air quality and reducing greenhouse gas emissions.
- Promoting telework.

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## How CTB Can Help



1. Ensure Northern Virginia receives its fair share of discretionary funding including new state bonds and flexed federal funds.
2. Facilitate the prompt issuance of state bonds (24% for transit). Continue the statewide emphasis on multimodal planning, coordinated land use and transportation, telework and other forms of transportation demand management, air quality and safety and security.
3. Ensure the quality of transit and HOV service on the I-95/395 HOT Lanes is at least maintained and preferably improved if the project is implemented.
4. Actively encourage the Governor and General Assembly to provide sufficient state and regional funding to meet our transportation needs. Help us meet the challenge.

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## More Information

- For more transit performance facts and links to each public transit system, visit NVTC's website at:  
[www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

- Questions?



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## APPENDIX



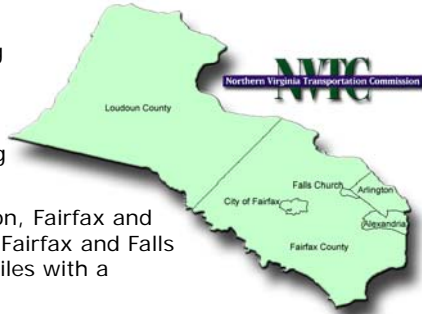
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## NVTC is...



- 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 1.6 million.
- The agency manages up to \$200 million of state and federal grant funds 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](http://www.thinkoutsidethecar.org).



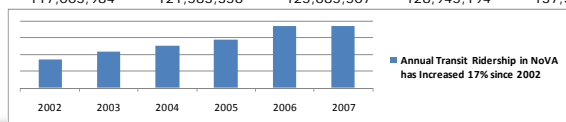
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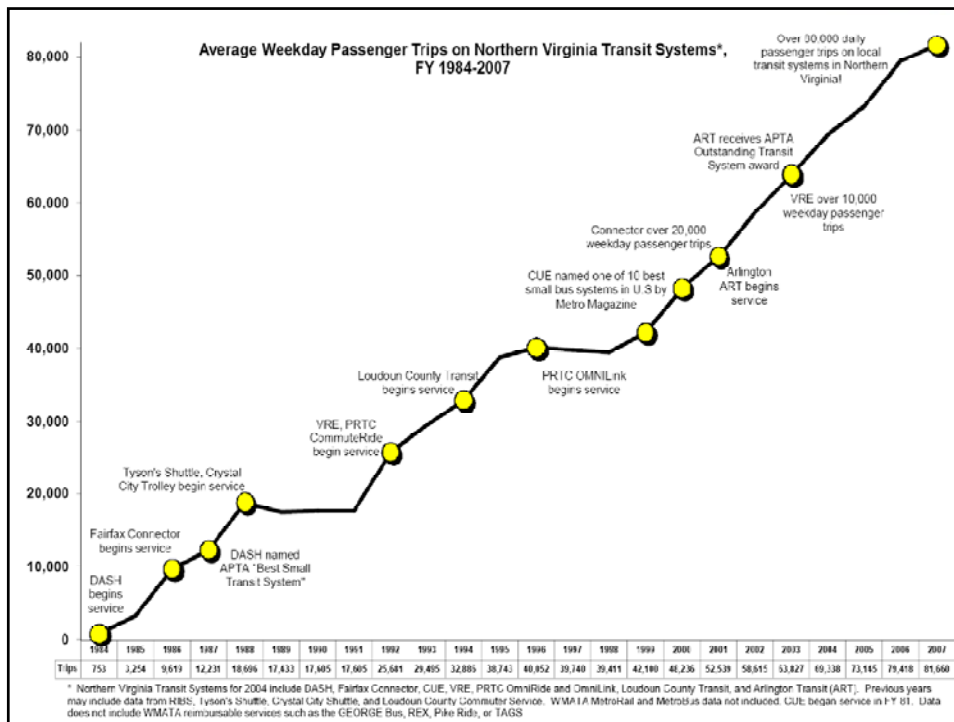
## Total Transit Ridership Growth NoVA FY 2002-2007



Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips
Metro rail (Northern Virginia)	80,008,842	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091
Metrobus (Northern Virginia)	21,781,277	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449
PRTC OMNI Ride Bus	938,778	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556
City of Fairfax CUE Bus	919,877	925,000	985,500	1,068,492	1,093,926	1,135,758
Arlington Transit	251,869	397,001	674,806	788,854	926,574	1,060,441
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407	870,206
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333	652,347
<b>Total</b>	<b>117,005,984</b>	<b>121,583,356</b>	<b>125,685,507</b>	<b>128,945,194</b>	<b>137,341,911</b>	<b>137,544,235</b>

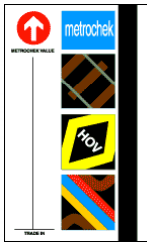


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## Other Promising Developments

- Telework in the D.C. area has jumped to 19% from 13% in the past three years, according to a 2007 survey from MWCOC's Commuter Connections. The average is 1.5 days per week.
- Another 24% would work from home if their employers gave them the opportunity, representing 570,000 potential commuters off the roads.
- The same report showed 33% received Metrochecks (tax free employer-provided transit benefits of up to \$110 per month), including 76% of federal employees surveyed.



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## State Effort Should Increase

- NVTC, on behalf of its jurisdictions, WMATA and VRE, is eligible to receive \$160.5 million from DRPT of FY 2009 funds.
- The Commonwealth still fails to meet its own statutory target for funding 95% of eligible transit operating and capital costs. For FY 2009, the actual shares fall far short:
  - Mass Transit Capital Fund: 52%
  - Mass Transit Trust Fund Operations :42%
  - Mass Transit Capital Fund (Bonds): 80%
  - Transportation Trust Fund (match federal funds): 100%
  - Special Appropriations: about 80%
- NVTC and VRE have an overall state matching ratio of just over half (54%). An additional \$120 million would be needed from CTB to meet the 95% target for NVTC and VRE.

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