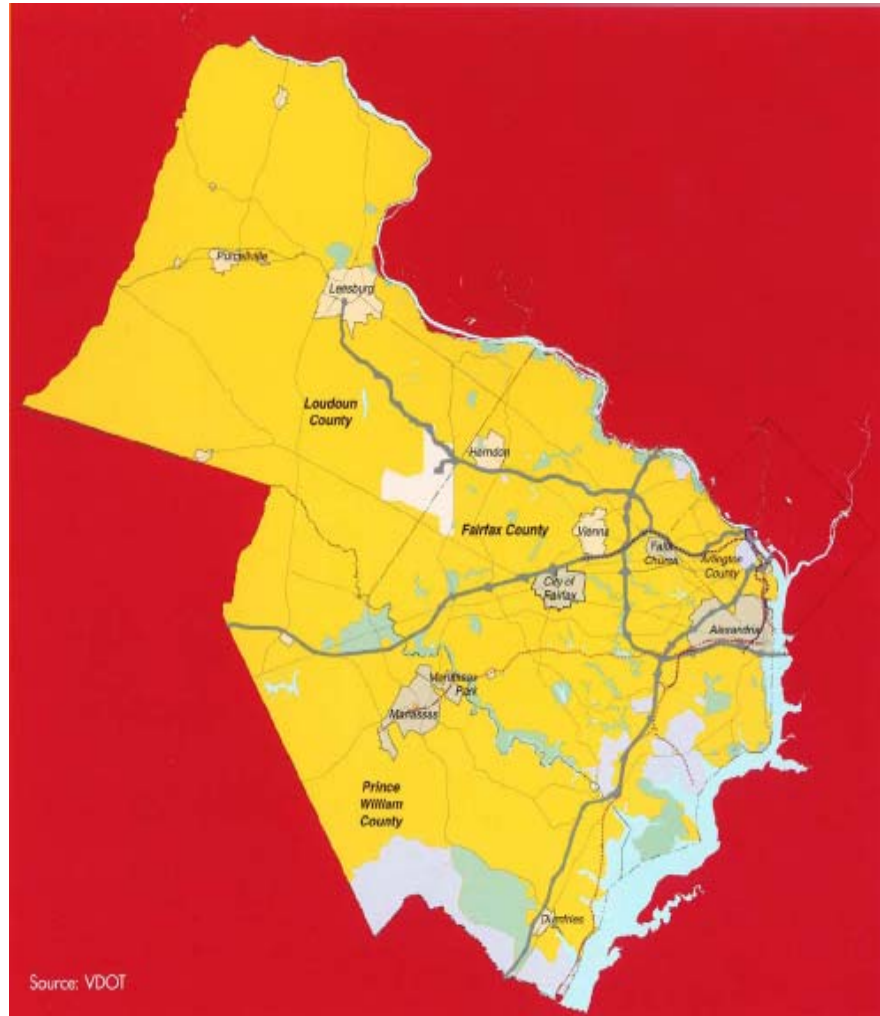


Presentation to
Maryland Transit Funding Study
Steering Committee

November 29, 2006

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Northern Virginia



Transit in Northern Virginia

- Provided through a coordinated mix of regional and local systems
- Regional: Metrorail, Metrobus and the Virginia Railway Express
- Local: Fairfax Connector, DASH (Alexandria), Arlington Transit, CUE (Fairfax City), George (Falls Church), Loudoun County Transit and Potomac-Rappahannock Transportation Commission (Omni-Ride/Omni-Link)

Northern Virginia Transit Statistics

- More than 550 buses (FY 2005)
- More than 438,000 daily passenger trips (FY 2005)
- More than 137 million annual passenger trips (FY 2006)
- Region wide transit ridership grew 7% from FY 2005 to FY 2006
- Transit ridership has grown 17.3% since FY 2002.

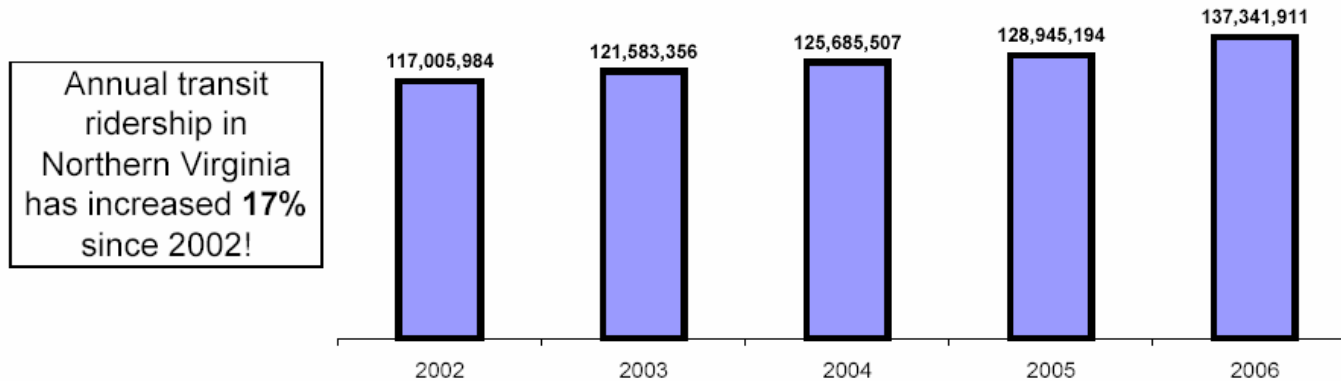
Source: Northern Virginia Transportation Commission

Individual System Ridership

Source: Northern Virginia Transportation Commission

FY 2002 - FY 2006 Annual Ridership Growth on Transit Systems in Northern Virginia

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



Northern Virginia Transit Costs

(FY2005; Figures in Millions)

	<u>Operating/Capital</u>
• WMATA	\$335.2
• VRE	61.6
• Fairfax Connector	43.9
• DASH (Alexandria)	8.4
• Arlington Transit	9.3
• CUE (Fairfax City)	2.7
• George (Falls Church)	0.7
• Loudoun County Transit	<u>\$ 6.3</u>
• Total	\$468.1

Notes: Excludes PRTC; Local fare revenue attributed to systems proportionally, based on expenses.

Source: Northern Virginia Transportation Commission

How Transit is Funded In Northern Virginia

Total Northern Virginia Transit Budgeted Operating and Capital Expenses for FY 2005

(Including WMATA and VRE, excluding PRTC: Omni-Ride/Omni-Link)

Source: Northern Virginia Transportation Commission

Local General Funds and Bonds

General Funds:

- In Virginia most local government funds are provided by property taxes.
- To a lesser extent, personal property taxes, cigarette taxes, meal taxes, hotel taxes and rental car fees are used.
- Counties have fewer sources of tax revenue than cities and towns.

General Obligation Bonds:

- Voters in Arlington, Fairfax, Loudoun and Prince William Counties have approved over \$1.6 Billion in general obligation bonds for transportation projects.
- Approximately 1/3 of these bonds have been dedicated to transit projects. The largest share of these bonds is used for Metro capital projects.
- The debt service on county general obligation bonds is paid for with general funds that are primarily local property taxes.

Passenger Fares

Fares

- Metro raised base rail fares by 22.7% in FY 2004 and FY 2005, combined. Bus fares increased by 13.6%. Parking fees increased by 66.7% at the same time.
- The average VRE fare has increase by 9.7% from FY 2004 to FY 2006.
- Most local transit systems have also raised fares during the past three years:
 - Fairfax Connector: Fares increased from \$0.50 to \$1.00 in two steps in FY 2004 and FY 2005. (100% increase)
 - ART (Arlington): Increased fares from \$1.10 to \$1.25 in two steps in FY 2004 and FY 2005. (13.6% increase)
 - PRTC: In FY 2004 fares were raised from \$0.75 to \$1.00 on Omni-Link (33.3% increase) and from \$5.00 to \$5.50 on Omni-Ride (10% increase).

Northern Virginia Gas Tax

- A 2% tax on the retail price of motor fuels is collected in Northern Virginia jurisdictions.
- In Alexandria, Arlington, Fairfax City, Fairfax County and Falls Church this tax is **dedicated** to WMATA.
- This is the only dedicated funding WMATA receives.
- In Loudoun, Prince William, Stafford, Fredericksburg, Manassas and Manassas Park the gas tax revenues can be used for an transportation purpose, but these funds are partially used for transit. The exact amount varies by jurisdiction.

State Aid

- In Virginia, state aid for transit is provided through the Transportation Trust Fund.
- Revenues in this fund are primarily generated by the state gas tax (17.5 cents), a ½ % state sales tax, a 3% tax on motor vehicles and a vehicle registration fee.
- 14.7% of the Trust Fund is allocated to transit.
- Northern Virginia receives approximately 70% of the state aid for transit.

Federal Funds

- These funds primarily consist of federal formula assistance to WMATA and VRE.
- These also include some appropriations earmarks for transit capital projects in the local jurisdictions.
- Most of the local systems do not accept federal funds for their capital expenses.

Other Northern Virginia Sources of Transportation Revenue

Tolls

- In March 2005, the Commonwealth Transportation Board increased tolls on the Dulles Toll Road from \$0.25 to \$0.50 at most exits and from \$0.50 to \$0.75 at the main toll plaza to pay for a portion of the Dulles Rail project.

Tax Districts

- At the request of the land owners, Fairfax County established a tax district in the Dulles Corridor to pay for a portion of the Dulles rail project.
- A similar tax district was established by Fairfax and Loudoun Counties (at the property owners request) for road improvements in the Route 28 corridor.
- Prince William has established two tax districts for improvements to the Route 234 Bypass and the Prince William County Parkway.

Other Sources of Transportation Revenue (Con't)

Community Development Authority

- The taxpayers in the Cherry Hill area of Prince William County have established a CDA to fund \$59 million in transportation improvements, including a VRE station and parking.
- Two other CDA's have been established in the Gainesville area of the County.

Proffers

- Most Northern Virginia jurisdictions seek proffers from developers for transit improvements.

Northern Virginia Transportation District Bonds

- Since 1993, the General Assembly has approved \$500.2 million in transportation bonds backed by Northern Virginia right-of-way fees and recordation taxes.
- Of this amount 28.4 % has been used for transit projects, including Metro capital improvements, the Dulles Rail project and PRTC buses.

Questions?