



**NVTC INTERIM WMATA COMMITTEE MEETING
THURSDAY, AUGUST 2, 2018
NVTC Conference Room – Suite #620
2300 Wilson Blvd. – Arlington, VA 22201**

7:00 P.M.

AGENDA

1. Role of the Interim WMATA Committee
2. 2018 NVTC Report to the General Assembly on the Performance and Condition of WMATA
3. Proposed CTB Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA
4. WMATA Parking Pilots and Additional Parking Revenue
5. WMATA Board Staffing Check-In
6. Future Committee Schedule

Interim WMATA Committee Members:

Paul Smedberg, Chairman
Christian Dorsey
Cathy Hudgins
Matt Letourneau
Dave Snyder

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Report Outline for the General Assembly on the Performance and Condition of WMATA

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

TABLE OF CONTENTS

List of Tables and Figures

Executive Summary

0. Introduction
1. Safety & Reliability
 - 1.1. Safety
 - 1.2. Reliability
2. Metrorail Financial Performance
 - 2.1. Metrorail Farebox Recovery
 - 2.2. Metrorail Service per Rider
 - 2.3. Cost per Metrorail Service Hour
3. Metrobus Financial Performance
 - 3.1. Metrobus Farebox Recovery
 - 3.2. Metrobus Service per Rider
 - 3.3. Cost per Metrobus Service Hour
4. Cost Reduction Strategies
 - 4.1. Cost Reduction Strategy 1
 - 4.2. Cost Reduction Strategy 2
 - 4.3. Cost Reduction Strategy 3
 - 4.4. Cost Reduction Strategy 4
5. Use of Dedicated Capital Funds
 - 5.1. Future Reporting on Uses of Capital Funds
 - 5.2. FY2019 – FY2024 Capital Improvement Program
6. Metrorail and Metrobus Ridership
 - 6.1. Metrorail Ridership
 - 6.2. Metrobus Ridership
 - 6.3. Passenger Miles Traveled
7. Conclusions
8. Appendix
 - 8.1. Definitions

LIST OF TABLES AND FIGURES

Figure 1: Safety Performance of Metrorail and Metrobus

Figure 2: Reliability of Metrorail and Metrobus

Figure 3: Metrorail Key Financial Performance Metrics

Figure 4: Metrobus Key Financial Performance Metrics

Figure 5: FY2019 – FY2024 Capital Improvement Program by Category

Figure 6: Ridership and Passenger Miles Traveled for Metrorail and Metrobus

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dedicated to the Fund pursuant to §§ 33.2-3404, 58.1-802.3, 58.1-1743, and 58.1-2299.20 shall be deposited (the Non-Restricted Account). Revenues deposited into the Non-Restricted Account shall be available for use by WMATA for capital purposes, including for the payment of, or security for, debt service on bonds or other indebtedness of WMATA, or for any other WMATA capital purposes.

C. The amounts deposited into the Fund and the distribution and expenditure of such amounts shall not be used to calculate or reduce the share of federal, state, or local revenues otherwise available to participating jurisdictions. Further, such revenues and moneys shall not be included in any computation of, or formula for, a locality's ability to pay for public education, upon which appropriations of state revenues to local governments for public education are determined.

§ 33.2-3402. NVTC oversight.

A. In any year that funds are deposited into the Fund, the NVTC shall request certain documents and reports from WMATA to confirm the benefits of the WMATA system to persons living, traveling, commuting, and working in the localities that the NVTC comprises. Such documents and reports shall include:

1. WMATA's annual capital budget;
2. WMATA's annual independent financial audit;
3. WMATA's National Transit Data annual profile; and
4. Single audit reports issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards (2 C.F.R. Part 200).

B. NVTC shall be responsible for coordinating the delivery of such documents and reports with WMATA. Funding of the Commonwealth to support WMATA pursuant to § 33.2-1526.1 shall be contingent on WMATA providing the documents and reports described in subsection A, and NVTC shall provide annual certification to the Comptroller that such documents and reports have been received.

§ 33.2-3403. NVTC report.

By November 1 of each year that funds are deposited into the Fund, NVTC shall report to the Governor and the General Assembly on the performance and condition of WMATA. Such report shall contain, at a minimum, documentation of the following:

1. The safety and reliability of the rapid heavy rail mass transportation system and bus network;
2. The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system, including farebox recovery, service per rider, and cost per service hour;
3. The financial performance of WMATA related to the operations of the bus mass transportation system, including farebox recovery, service per rider, and cost per service hour;
4. Potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations;
5. Use of the funds provided from the Fund to improve the safety and condition of the rapid heavy rail mass transportation system; and
6. Ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

§ 33.2-3404. Local transportation support for WMATA.

A. Each county or city that (i) is located in a transportation district that as of January 1, 2018, meets the criteria established in § 33.2-1936 and (ii) has financial obligations to a transit system that operates a rapid heavy rail mass transit system operating on an exclusive right-of-way that is funded and controlled in part by such transportation district shall annually pay to the Fund an amount as determined by subsection B.

B. The amount to be paid by each local government pursuant to subsection A shall be determined by multiplying \$27.12 million by a fraction the numerator of which shall be such local government's share of capital funding for WMATA and the denominator of which shall be the total share of capital funding for WMATA for all local governments in the Commonwealth.

C. A locality subject to subsection A shall pay the amount determined by subsection B by transferring a portion of the revenues received pursuant to subsection B of § 33.2-2510 to the Fund. However, in any fiscal year in which a locality subject to subsection A has adopted a budget and a corresponding resolution to provide the amount of funds determined pursuant to subsection B from a source other than the revenues received pursuant to subsection B of § 33.2-2510, such locality may provide the funds for that fiscal year from such other source, and shall not be required to transfer funds received pursuant to subdivision B of § 33.2-2510.

CHAPTER 35.

COMMUTER RAIL OPERATING AND CAPITAL FUND.

§ 33.2-3500. Commuter Rail Operating and Capital Fund.

A. The General Assembly declares it to be in the public interest that developing and continuing commuter rail operations and developing rail infrastructure, rolling stock, and support facilities to support commuter rail service are important elements of a balanced transportation system in the Commonwealth and further declares that retaining, maintaining, improving, and developing commuter rail-related infrastructure improvements and operations are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets.

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(07-05-18)

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 18, 2018

MOTION

Made By:

Seconded By:

ACTION:

Title: Approval of Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)

WHEREAS, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the jurisdictions that comprise NVTC who provide local funding and receive transit service from the Washington Metropolitan Area Transit Authority (WMATA) are mutually interested in the success of the WMATA; and

WHEREAS, WMATA was established pursuant to an interstate compact between Virginia, Maryland, and the District of Columbia to operate a regional mass transit system in the Washington, D.C. metropolitan area; and

WHEREAS, NVTC was founded in part to represent the interests of the Commonwealth during the establishment of WMATA; and

WHEREAS, NVTC's member jurisdictions – the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington and Fairfax – are the Compact funding partners, with Loudoun County becoming a funding partner as the Silver Line Phase 2 becomes operational; and

WHEREAS, Section 33.2-1936 of the *Code of Virginia* establishes that the Northern Virginia Transportation District has unique needs and that the operation of the rapid heavy rail mass transportation system and the bus mass transportation system by WMATA provides particular and substantial benefit to the persons living, traveling, commuting, and working in the localities embraced by the NVTC; and

WHEREAS, Section 33.2-3401 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, establishes a WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA; and

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that 53.5 percent of the funds shall be allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance ("Commonwealth Mass Transit Fund WMATA Allocation"), as determined by the Commission; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section o33.2-1526.1(C)(3) of the *Code of Virginia* Allocation under the following conditions:

- (i) The seventh enactment requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.
- (ii) The eighth enactment requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC, and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
- (iii) The first enactment requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

WHEREAS, it is in the best interest of the CTB, NVTC, and the jurisdictions that are WMATA Compact funding partners to ensure that WMATA receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC on behalf of its jurisdictions; and

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the following policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority enacted by the General Assembly of Virginia in 2018:

Participation by Alternate Directors of the WMATA Board (Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if the WMATA Board of Directors has not adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7.
2. When determining whether to withhold funding in response to an action taken by an alternate director that is prohibited by clause (i) of Enactment Clause 7, the CTB shall consider the following as prohibited activities by alternate directors at an official WMATA Board or committee meeting (unless the alternate director is acting in the absence of a Board director who serves on the committee): (i) participating in the discussion among Board directors; (ii) making or seconding a motion; (iii) voting on motions, resolutions or other Board actions; (iv) being counted toward the required quorum; (v) attendance or participation in any Executive Session of the WMATA Board or its committees; (vi) any action in violation of WMATA Bylaws. Attendance by alternate directors at official WMATA Board or committee meetings, excluding Executive Sessions, shall not be a basis for withholding funding, nor shall the provision of information or reports to directors at a WMATA committee meeting in response to a request to do so by the director chairing the committee meeting.
3. WMATA shall provide a written notification to the CTB by July 1 of each year that it has adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7 and that not violations of the bylaws by alternate directors have occurred during the previous year.
4. WMATA shall immediately notify the CTB in writing if a violation of its bylaws by an alternate director or some other action prohibited by this CTB policy occurs.

Adoption of a Detailed Capital Improvement Program (Enactment Clause 8(i) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. Beginning July 1, 2019, WMATA has not annually adopted or updated by July 1 of each year a detailed capital improvement program covering the current fiscal year and the next five fiscal years, including projections of funding sources and uses for the six-year period.
 - b. Beginning July 1, 2019, WMATA has not annually held by July 1 of each year at least one public hearing on such capital improvement program held in a locality embraced by the NVTC.
2. WMATA shall provide a written notification to the CTB by July 1 of each year that it has: (i) adopted a capital improvement program that complies with the above requirements; and (ii) held a public hearing on the capital improvement program in a locality embraced by the NVTC.

Adoption or Update of a Strategic Plan (Enactment Clause 8(ii) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:

- a. Beginning July 1, 2019, the WMATA Board has not adopted or updated a strategic plan within the preceding 36 months. After submission of the first strategic plan, WMATA must submit updated plans every 3 years thereafter.
 - b. Beginning July 1, 2019, WMATA has not held at least one public hearing on such strategic plan held in a locality embraced by the NVTC.
2. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
3. WMATA shall provide a written notification to the CTB by July 1 of the year of any strategic plan update that it has: (i) adopted or updated a strategic plan that complies with the above requirements; and (ii) held a public hearing on the strategic plan or strategic plan update in a locality embraced by the NVTC.

3% Cap on Growth in Total Virginia Operating Assistance (Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. The total operating subsidy for Virginia in the current year approved WMATA budget increases (effective July 1) by more than 3 percent over the prior year approved WMATA budget (as of June 30).
2. The following items shall not be included in the calculation of any WMATA budget increase:
 - a. Any service, equipment, or facility that is required by any applicable law, rule, or regulation.
 - i. Includes, but is not to, compliance with any safety directives to WMATA issued by the Metrorail Safety Commission (MSC), the Federal Transit Administration (FTA), the National Transportation Safety Board (NTSB) or any other relevant safety oversight agency; actions taken to comply with the Americans with Disabilities Act (ADA); and actions taken to comply with Title VI requirements.
 - b. Any capital project approved by the WMATA Board before or after the effective date of this provision.
 - i. The planned Potomac Yard Metrorail Station in Alexandria and the completion of Phase 2 of the Silver Line Metrorail project in Fairfax and Loudoun Counties are specific approved major capital projects that shall not be included in the calculation of any WMATA budget increase. The operating assistance impacts of other capital projects that expand service frequency, duration or scope, shall be included in the calculation.
 - ii. The operating assistance impacts of capital projects that address a state of good repair need may be excluded from the calculation of any WMATA operating assistance increase.

- iii. Operating subsidy increases resulting from service disruptions caused by implementation of approved capital projects to address State of Good Repair Needs or from emergency system shutdowns shall not be included in calculation of any WMATA budget increase.
 - c. Any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
 - d. Operating subsidies for specific WMATA transit services that are 100% funded by a single WMATA member jurisdiction or from other non-WMATA funding sources.
 - e. Regularly-scheduled adjustments of the regional subsidy allocation formulas by WMATA.
3. WMATA shall provide a written notification to the CTB by July 1 of each year of the annual growth in total Virginia operating assistance, including a detailed description of the costs contributing to the increased operating subsidy and a year over year comparison of such costs. WMATA shall also provide a detailed description and justification of costs considered exempt from the calculation of the annual growth rate in operating subsidy. The written notification shall include sufficient documentation to allow the CTB to perform its own verification of the annual growth rate and amount of total Virginia operating assistance.
 4. By July 1 of each year, WMATA shall notify the CTB if it is scheduled or plans to adjust the regional subsidy allocation formulas in the budget to be proposed for the next fiscal year.

Resolution of Withholding of Funds

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
 - a. The CTB will determine what constitutes an approved mitigation action, except that approval by the WMATA Board of a budget amendment reducing the amount of annual operating assistance required by Virginia to no more than 3 percent greater than the prior year shall be considered an approved mitigation action for a violation of the restriction related to the 3% cap on growth in Virginia operating assistance.
2. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

Additional Considerations

1. The CTB, the Virginia Department of Rail and Public Transportation (DRPT), WMATA, the NVTC, and NVTC's member jurisdictions shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. WMATA shall submit the documents required to demonstrate compliance to DRPT by the deadlines specified. DRPT will analyze the information received from WMATA and present to the CTB, in September of each year (beginning in 2019), a recommendation on enforcement actions, if any, that are required to be taken by this policy.

3. DRPT will provide regular reports to the CTB on observations related to compliance with this policy throughout the year.
4. After November 1 of each year, the NVTC shall present to the CTB the findings included in its report on the performance and condition of WMATA required under Section 33.2-3403 of the *Code of Virginia*.
5. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.

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Board of Directors Meeting

Action Item IX-B

July 12, 2018

**Approval of Parking Pilot Title VI Analysis and
Authorization of Public Hearing for Parking Programs**

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202005

Resolution:
☒ Yes ☐ No

TITLE:

Compact Public Hearing for Parking Programs

PRESENTATION SUMMARY:

Staff will present results of parking pricing pilots and request approval to conduct a Compact Public Hearing, accept Title VI analysis of the pilots, and continue the pilots' fees and hours through the end of 2018 and exempt the Non-Rider Fee policy for VRE and MARC riders.

PURPOSE:

Seek board approval to:

- Authorize a Compact Public Hearing on the pilot proposals and related changes;
- Continue the hours of revenue collection and parking fees set forth in the parking pilots through December 2018;
- Accept the Title VI equity analysis of the three parking pilots; and,
- Exempt VRE and MARC riders from paying the Non-Rider Fee.

DESCRIPTION:

Metro owns and operates approximately 62,000 parking spaces throughout the Washington region and aims to increase revenues to Metro without negatively impacting Metrorail and Metrobus riders. In July 2017, Metro staff proposed three parking pilots, for which Title VI equity analysis has been completed. The parking pilots were initiated on February 5, 2018 to conclude on July 31, 2018.

The pilots are:

1. Weekday hours of revenue collection starting at 7:30 am (instead of 9:30 am);
2. Weekend parking hours of revenue collection with a \$2 fee (implemented on Saturdays from 10am - 2am); and,
3. Lower weekday parking fees at under-utilized parking facilities (implemented at Landover and West Falls Church Metro stations).

The pilots provided revenue and utilization information, as well as identified areas for additional analysis. Staff now seeks Board authorization to conduct a Compact Public

Hearing to receive input on the pilots, and associated adjustments in fares, revenue collection hours and revenue collection technology. In addition, staff is requesting that the Board approve the extended hours of revenue collection and the fees applied during the parking pilots through the end of December 2018, rather than ending in July 31, 2018. The reason to continue the pilots' hours of revenue collection and fees is to avoid customer confusion while staff goes through the Compact Public Hearing process.

Lastly, staff is requesting to exempt VRE and MARC commuters from paying the Non-Rider Fee, which impacts VRE and MARC commuters who do not also ride Metrorail. In February 2018, staff extended imposition of the Non-Rider Fee to 10 additional Metrorail stations (for a total of 13 Metrorail stations), which has been successful in generating new parking revenue without impacting Metrorail riders. However, the Non-Rider Fee has also impacted an estimated 50-100 VRE riders who do not use the Metrorail system but who park at Metro parking facilities. VRE has requested that Metro find a solution for their commuters. Staff has identified a technological solution for exempting commuter rail riders from paying the Non-Rider Fee, but requires Board approval. The proposed board action would exempt both VRE and MARC riders from the fee.

All of the proposed actions support improved utilization of Metro's parking facilities and establish the framework for generating new parking revenue for Metro without impacting Metrorail customers.

Key Highlights:

- Three parking pilots were initiated in February 2018. The data collected and public outreach was used in the Title VI equity analysis, which concluded that there are no disparate impacts on minority populations or a disproportionate burdens on low-income populations.
- Staff desires to conduct a Compact Public Hearing in Fall 2018 on the pilots' proposed changes to hours of revenue collection and fees. Staff recommends maintaining the hours of revenue collection and fees implemented in the pilots until the Compact Public Hearing is completed and the Board determines which changes to permanently adopt.
- The application of the Non-Rider Fee to 10 new stations has been successful in generating new revenue for Metro. However, the Non-Rider Fee has impacted VRE riders who do not ride Metrorail and staff recommends an exemption of the Non-Rider Fee for VRE (and MARC) riders.

Background and History:

In FY2015, Metro's parking facilities averaged 75% utilization. In FY2018, Metro averaged 68% utilization. The drop in utilization correlates to transit ridership trends, overall changes in parking demand, and other factors. Despite recent changes in parking utilization, Metro has an on-going interest in preserving parking for its customers, as well as fully utilizing parking assets.

Weekday Hours of Revenue Collection

Weekday rush hour at Metro's Park & Ride garages and lots are very busy; Metro leaves the gates to the Park & Ride facilities up in the morning to facilitate commuters entering the station area to park (and relieve congestion and stacking on the streets). Historically, Metro has closed the Park & Ride gates at 9:30 am, after the morning peak, after which point parking customers are required to pay to leave the parking facility. Over time, staff has observed that non-transit riders park in Metro's Park & Ride facilities overnight and leave before 9:30 am, thereby parking for free. In July 2017, staff proposed a pilot to lower the gates at 7:30 am on the exit lane only (but to keep the parking entrance gates up) and determine if Metro could capture additional revenue from people parking overnight.

Weekend Hours of Revenue Collection

Metro has not historically charged for parking on weekends or on Federal holidays and does not have reliable utilization data for those periods. There are events and activities, such as the Women's March in January 2017, where charging for parking on weekends would have been financially beneficial for Metro. For example, staff estimates Metro would have earned \$296,000 in additional parking revenue on that one day alone. In July 2017, staff proposed a pilot to implement Saturday hours of revenue collection from 10 am to 2 am to determine weekend parking utilization and if Metro could capture additional revenue from parking on weekends without deterring ridership. A \$2 fee was implemented during the pilot. The Non-Rider Fee also applied on Saturdays.

Lowering Weekday Parking Fees

The daily parking fees by Metrorail station are set forth in Board resolutions and in Metro's Tariff; Metro's parking fees, which include the jurisdictions' parking surcharge fee, are between \$4.45 and \$5.20 per space per day. Certain Metrorail stations have low ridership and low parking utilization, to which Metro desires to attract more transit riders. Staff desired to determine if a lower price for parking could attract more transit riders and proposed a pilot in July 2017 to lower the daily parking fee at two Metrorail stations (Landover and West Falls Church) to \$3.00 per space per day. Staff noted that the lower parking fee might draw existing transit riders from New Carrollton and East Falls Church, respectively, rather than attract new riders to these stations.

Non-Rider Fee

Metro has had a Non-Rider Fee program for many years, which has been applied on a limited basis; the program is not a pilot. One component of the Non-Rider Fee is a higher daily parking fee for individuals who park at Metro parking facilities and do not ride the Metrorail system. The Non-Rider Fee is authorized up to \$15 per space per day, and has been implemented at three stations only (White Flint, New Carrollton and Twinbrook) at a rate of \$8.95 per space per day. As of February 2018, Metro implemented the Non-Rider Fee at 10 additional Metrorail stations (for a total of 13 stations) where credit card utilization was higher than average; credit card usage is the primary indicator

of non-rider activity. Since February 2018, Metro parking has earned \$867,000 in 4 months in non-rider transactions from the 10 stations where Metro added the Non-Rider Fee.

Credit card usage has declined at these 10 stations because Metrorail riders are choosing to pay for parking by SmarTrip® card, rather than by credit card, to avoid the Non-Rider Fee. However, credit card usage at these 10 stations is still above 10 percent (and is as high as 84 percent at Minnesota Ave Metro Station), validating the application of the Non-Rider Fee at these locations.

Discussion:

Before the pilots were initiated, Metro staff conducted a comprehensive public outreach and communications effort. More than 54,000 brochures were distributed in-person and at pop-up events. Staff posted signs and conducted in-person outreach at 35 stations, as well as sent email notices to multiple stakeholders, area businesses and organizations. Targeted media and social media generated 99,000 social media impressions and Metro's website had 5,800 unique viewers.

In addition, Metro conducted in-person surveys of approximately 1,000 parking customers at 12 Metrorail stations before and during the pilot to receive direct input on the proposed changes. The results from the first four months of the parking pilots (data from February 5 through May 31, 2018) are positive.

Pilot 1: Begin hours of revenue collection at 7:30 am

Since putting the gates down at 7:30 am, Metro processed 36,318 new transactions and collected \$185,973. When staff annualized the revenues collected over the last 4 months, the total new revenue to Metro is estimated at \$557,919 per year.

A customer survey was conducted before and during the pilot period, at stations with parking. According to the survey results, 1.3% of Metrorail riders leaving the rail system between 7:30am and 9:30am completed their trip by automobile. Therefore, almost all of the early morning parking transactions are non-riders.

There have been few, if any, customer concerns or complaints about the earlier parking hours. There were no operational issues identified as a result of the earlier morning collection hours.

Pilot 2: Weekend hours of revenue collection

For the pilot, Metro closed the parking gates on Saturdays, between 10am until 2am, and charged \$2.00 per day. This lower amount was charged rather than the regular daily parking fee in order to collect data without deterring Saturday ridership. Over the last 4 months (i.e. 16 Saturdays), 112,850 transactions were processed; 28,777 transactions (or 25%) were collected on the Saturday of the March for Our Lives event. The average number of Saturday parkers

(without counting the March for Our Lives numbers) is estimated to be 5,000 parkers. Assuming an average of 5,000 parkers, additional revenue of \$1.45 million annually is projected if the full daily fee is applied on Saturdays and no riders are lost due to the new parking fee.

Customer survey responses suggests that one third of Metro's Saturday riders would choose not to park and ride Metro if a new parking fee were imposed. By contrast, parking operations staff received few, if any, customer concerns or complaints once the Saturday parking hours were implemented.

If the Metro Board were to decide not to charge on weekends and Federal holidays, staff would recommend approving an exception for regional events such as a Presidential Inauguration, large festivals, marches and the like; Metro could potentially realize an additional \$500,000 per year, depending on the size and frequency of such events. For example, the Women's March in January 2017 would have generated \$390,000 and the March for Our Lives event in 2018 would have generated \$144,000 in new revenue if Metro charged the full daily parking fee on both of those Saturdays.

Staff will present both options for public input at a Compact Public Hearing - charging on all weekends and charging only during special events on weekends and federal holidays.

Pilot 3: Lowering Parking Fees

The pilot for lowering the daily parking fee to \$3.00 was applied at Landover and West Falls Church Metro stations, as both have low parking utilization and are near other stations that are highly utilized. The lower fees led to increased utilization at both stations. Landover utilization increased from 28 to 35 percent (an increase of 80 parkers) and West Falls Church utilization increased from 50 to 55 percent (an increase of 100 parkers).

Few, if any, customer concerns or complaints have been received about lower parking fees. There were no operational issues identified as a result of lower parking fees, however, staff is analyzing how many of these parkers are Metro riders who previously parked at nearby stations compared to new transit riders encouraged to ride Metro because of the lower price.

Title VI Equity Analysis

A Title VI Equity Analysis was done for each of the above pilots and each showed no Disparate Impact to minority customers or Disproportionate Burden to low income customers.

Exemption from Non-Rider Fee for VRE and MARC riders

While not a pilot program, the implementation of the Non-Rider Fee at 10 new stations caused VRE riders at Franconia-Springfield who do not use Metrorail as part of their commute to have to pay the new Non-Rider Fee or park at a different location. As a result, VRE requested that Metro exempt their riders from paying the Non-Rider Fee. Since this impacts a small number of VRE

riders (estimated between 50 to 100 total riders) and has a reasonably simple solution to implement, staff agrees with this request and recommends Board approval of this exemption. The solution and exemption are appropriate to extend to MARC riders as well.

FUNDING IMPACT:

All proposals are expected to generate additional net parking revenue for Metro. The FY2019 budget includes funds for implementation of the proposed action.	
Project Manager:	Belinda Barrett
Project Department/Office:	CFO/LAND

TIMELINE:

Previous Actions	<p>July 2017 - Board authorization for GM/CEO to implement Non-Rider Fee systemwide</p> <p>July 2017 - Board approval to implement three parking pilot programs</p>
Anticipated actions after presentation	<p>September 2018 - Compact Public Hearing</p> <p>October/November 2018 - Board review and approval of Compact Public Hearing Staff Report. Staff presentation of updated and restated parking fee programs for Board approval.</p> <p>January 2019 - Implementation of approved parking programs.</p>

RECOMMENDATION:

- Authorize a Compact Public Hearing on the pilot proposals and related changes;
- Continue the hours of revenue collection and parking fees set forth in the parking pilots through December 2018;
- Accept the Title VI equity analysis of the three parking pilots; and,
- Exempt VRE and MARC riders from paying the Non-Rider Fee.



Washington Metropolitan Area Transit Authority
Public Outreach & Input Report

Parking Pilots

Introduction

In order to better understand parking customer decision making and to increase parking revenue, Metro decided to pilot three different proposals for six months:

1) Pilot Proposal #1: Expand weekday hours of operation

Metro adjusted the hours when parking fees are collected two hours earlier on all weekdays and one hour later on Fridays.

2) Pilot Proposal #2: Test Saturday hours of operation

A Saturday daily parking fee of \$2.00 was charged for Metrorail riders. Parking remained free on Sundays and federal holidays.

3) Pilot Proposal #3: Lower daily parking rates at selected Park & Ride facilities to increase use

Daily parking fees were decreased at Landover and West Falls Church Metrorail stations on weekdays to \$3.00 per day.



Following the guidelines established by WMATA's Board-approved Public Participation Plan, the following report is a summary of the public outreach for these pilots.

Communications & Outreach to the Public

In order to notify customers about the upcoming pilot, as well as to fulfill Metro's Public Participation Plan, Metro designed a robust communications and outreach plan that focused on impacted parking customers.

Below is an overview of all the communications and outreach efforts that were conducted:

- Notification Pop-up Events
- Stakeholder Communication
- Targeted Marketing & Media

Metro also conducted intercept and email surveys prior to the pilots to understand the current behavior and customer profiles of current parking customers.

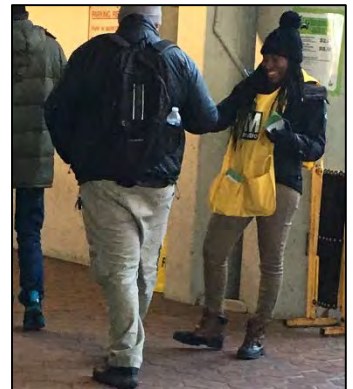
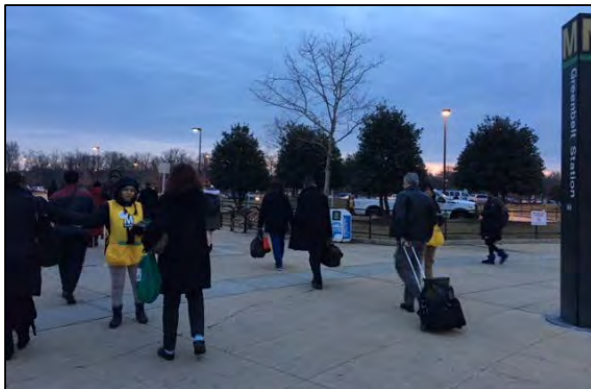
Notification Pop-up Events and Brochure Distribution

As part of the notification plan, outreach teams traveled to multiple Park & Ride facilities at Metrorail stations during weekday evening rush hours to distribute brochures about the upcoming pilot and implementation of the non-rider fee. Team members wore Metro aprons and those who were bilingual wore large pins that identified them as speaking another language. Each team had a team member that was fluent in Spanish, and some teams also had Chinese speakers. Brochures were in English and Spanish and can be viewed on page 4.

NOTIFICATION POP-UP EVENTS		
Shift Location	Dates:	Total # of brochure distributed:
Dunn Loring	Tuesday, January 30, 2018	500
West Falls Church	Tuesday, January 30, 2018	720
Huntington	Tuesday, January 30, 2018	1,400
Franconia-Springfield	Tuesday, January 30, 2018	1,800
Branch Ave	Wednesday, January 31, 2018	1,900
Suitland	Wednesday, January 31, 2018	1,000
Minnesota Ave	Wednesday, January 31, 2018	250
Landover	Wednesday, January 31, 2018	500
Greenbelt	February 1, 2018	1,450
Largo Town Center	February 1, 2018	1,742
Rockville	February 1, 2018	200
Rhode Island Ave	February 1, 2018	320
Total		11,782

Brochures were also distributed through other channels, including placing them at 35 Metrorail stations with a Park & Ride (40,000) and the Metro Sales Office (500), Metro Information Persons (MIPs) distributed them at key Metrorail stations on weekends (400), and the Office of Treasury (2,000).

Over 54,600 brochures were distributed during the outreach period.





Parking changes take effect Monday, February 5

Beginning Monday, February 5, 2018, multiple parking changes take effect:

- New Parking Fee Hours***

Metro will adjust the hours when parking fees are collected two hours earlier on all weekdays and one hour later on Fridays. Fees will also be charged on Saturdays.

Monday – Thursday:	7:30 a.m. – 12:30 a.m.
Friday:	7:30 a.m. – 2:00 a.m.
Saturday:	10:00 a.m. – 2:00 a.m.

- Saturday Daily Fee***

A Saturday daily parking fee of \$2.00 will be charged for Metrorail riders. Parking will remain free on Sundays and federal holidays unless there is a special event.

- Adjusted Weekday Daily Fees***

Daily parking fees will decrease at Landover and West Falls Church on weekdays to \$3.00 per day.

- Non-Rider Fee (Monday-Saturday)**

Metrorail riders who use a credit card to pay for parking OR parking customers who are not Metrorail riders will be charged a non-rider fee Monday through Saturday at selected Park & Ride facilities. To receive the lower rider rate, customers must pay for parking with the same SmartTrip® card used to enter/exit Metrorail, and must exit the parking lot within two hours of the start of their last Metrorail trip.

See inside for specific fees for each station.



* These comparisons reflect a WMATA Board-approved pilot program through July 2018 which may become permanent.



A partir del lunes, 5 de febrero habrá cambios en las tarifas del estacionamiento

A partir del lunes, 5 de febrero de 2018 habrán múltiples cambios en los estacionamientos de Metro.

- Nuevas tarifas en el horario de estacionamiento**

Metro ajustará las tarifas de estacionamiento que se recolectarán dos horas más temprano de lunes a jueves y una hora más tarde los viernes. Los usuarios también tendrán que pagar el costo de estacionamiento los sábados.

Lunes-Jueves:	7:30 a.m. – 12:30 a.m.
Viernes:	7:30 a.m. – 2:00 a.m.
Sábado:	10:00 a.m. – 2:00 a.m.

- Nueva tarifa diaria para los sábados***

Los sábados se implementará una nueva tarifa diaria de \$2.00. El estacionamiento seguirá siendo gratis los domingos, durante días festivos federales y a menos que haya un evento especial.

- Ajustes a la tarifa diaria de lunes a viernes***

Las tarifas de estacionamiento diario, van a reducirse en Landover y West Falls Church.

- Tarifa de "Non-Rider" (usuario que no utilizó el sistema de Metrorail)**

Los usuarios de Metrorail que paguen con tarjeta de crédito o aquellas personas que se estacionen en las instalaciones Park & Ride y no utilicen el sistema de Metro de lunes a sábado pagarán una tarifa de estacionamiento de "Non-rider". Para recibir una tarifa más baja, los usuarios deben pagar el estacionamiento con la misma tarjeta de SmartTrip® que se usó para entrar y/o salir del Metrorail y deben salir del estacionamiento dentro de dos horas de haber haber realizado su viaje en Metrorail.

Para obtener más información sobre los precios vea adentro del folleto.



* Estas tarifas son parte de un programa piloto aprobado por la Junta Directiva de WMATA hasta julio de 2018, que podría llegar a ser permanente.

I currently use a commuter benefits debit card to pay for my parking. Will I get charged a non-rider fee if I continue to use it?

If your parking facility is one of the locations that has a non-rider fee: Yes, you will get charged the non-rider fee starting Monday, February 5, 2018. You must pay your parking with the same SmartTrip® card used to ride Metrorail to enjoy the rider rate. Talk to your employer about using SmartBenefits® to load benefits to your SmartTrip® card to cover both parking and transit.

I typically use a credit card to pay for parking. How can I make sure I always have enough value on my SmartTrip® card?

You can add value to your SmartTrip® card at any Metrorail station or online at wmata.com/SmartTrip. However, Auto Reload allows you to automatically reload value on your SmartTrip® card when your stored value runs low using a valid credit card on your account.

Actualmente uso mi tarjeta de débito de beneficios para utilizar Metrorail o Metrobus diariamente para ir del trabajo a la casa y de la casa al trabajo ("commuter benefits") para pagar por estacionamiento. ¿Me cargarán una tarifa de "Non-rider" si lo sigo usando?

Si actualmente utiliza la tarjeta de débito de beneficios de Metrorail para cubrir el costo del estacionamiento, consulte con su empleador sobre los servicios de SmartBenefits® para añadir o cargar una tarjeta SmartTrip® para cubrir el costo del estacionamiento y viaje en Metrorail al su trabajo. Consulte con su empleador sobre los servicios de SmartBenefits® para añadir beneficios a su tarjeta SmartTrip® y cubrir el costo del estacionamiento y el viaje.

Usualmente uso mi tarjeta de crédito para pagar por estacionamiento. ¿Qué puedo hacer para asegurarme que tengo suficientes fondos en mi tarjeta de SmartTrip?

Para añadir más fondos a su tarjeta de SmartTrip® visite wmata.com/SmartTrip. Pero la mejor solución para usted es la opción de "Auto Reload". La opción de "Auto Reload" le permite hacer una recarga automática a su tarjeta de SmartTrip® cuando sus fondos están bajos utilizando una tarjeta de crédito en su cuenta.

Daily Parking Fees / Tarifas de Estacionamiento Diarias				
NEW / NUEVO				
Metrorail Station Estación de Metrorail	Weekday Parking Fees Tarifa de estacionamiento diario (lunes a viernes)		Saturday Parking Fees Tarifa de estacionamiento para los sábados	
	Metrorail Rider Usuario de Metrorail	Non-Rider No usuario de Metrorail	Metrorail Rider Usuario de Metrorail	Non-Rider No usuario de Metrorail
Addison Rd	\$4.70	\$4.70	\$2.00	\$2.00
Anacostia	\$4.45	\$4.45	\$2.00	\$2.00
Branch Ave	\$5.20	\$8.95	\$2.00	\$8.95
Capitol Heights	\$5.20	\$5.20	\$2.00	\$2.00
Cheverly	\$5.20	\$5.20	\$2.00	\$2.00
College Park-U of Md	\$5.20	\$5.20	\$2.00	\$2.00
Deerwood	\$4.70	\$4.70	\$2.00	\$2.00
Dunn Loring	\$4.95	\$8.95	\$2.00	\$8.95
East Falls Church	\$4.95	\$4.95	\$2.00	\$2.00
Forest Glen	\$5.20	\$5.20	\$2.00	\$2.00
Fort Totten	\$4.70	\$4.70	\$2.00	\$2.00
Franconia-Springfield	\$4.95	\$8.95	\$2.00	\$8.95
Glenmont	\$5.20	\$5.20	\$2.00	\$2.00
Greenbelt	\$5.20	\$8.95	\$2.00	\$8.95
Groveton-Stratford	\$5.20	\$5.20	\$2.00	\$2.00
Huntington	\$4.95	\$8.95	\$2.00	\$8.95
Landover	\$3.00	\$3.00	\$2.00	\$2.00
Large Town Center	\$5.20	\$8.95	\$2.00	\$8.95
Minnesota Ave	\$4.95	\$8.95	\$2.00	\$8.95
Morgan Blvd	\$5.20	\$5.20	\$2.00	\$2.00
Naylor Rd	\$5.20	\$5.20	\$2.00	\$2.00
New Carrollton	\$5.20	\$8.95	\$2.00	\$8.95
Prince George's Plaza	\$4.70	\$4.70	\$2.00	\$2.00
Rhode Island Ave	\$4.95	\$10.00	\$2.00	\$10.00
Rockville	\$5.20	\$8.95	\$2.00	\$8.95
Shady Grove	\$5.20	\$5.20	\$2.00	\$2.00
Southern Ave	\$5.20	\$5.20	\$2.00	\$2.00
Suitland	\$5.20	\$8.95	\$2.00	\$8.95
Twinbrook	\$5.20	\$8.70	\$2.00	\$8.70
Van Dam St	\$4.95	\$4.95	\$2.00	\$2.00
Vienna	\$4.95	\$4.95	\$2.00	\$2.00
West Falls Church	\$3.00	\$3.00	\$2.00	\$2.00
West Hyattsville	\$5.20	\$5.20	\$2.00	\$2.00
Wheaton	\$4.45	\$4.45	\$2.00	\$2.00
White Flint	\$5.20	\$8.70	\$2.00	\$8.70

Stakeholder Communication

WMATA's extensive network was also used to distribute information.

- The Office of Government Relations provided information to local, state jurisdictional and Congressional staff. Staff addressed follow up questions to the plan to ensure elected officials and staff had a thorough understanding.
- The Office of External Relations notified 2,900+ stakeholders, which includes places of worship, event venues, business improvement districts, residences and apartments, schools, shopping areas and more around WMATA Metrorail stations. The list also includes more than 300 Community Based Organizations (CBOs).
- The Office of Equal Employment Opportunity (OEEO) systematically identified all Community Based Organizations (CBOs) being affected by the proposed Parking Pilot changes and sent a message, unique to each CBO about changes being proposed to all WMATA's Park & Ride facilities near their location. Each tailored message invited representatives to meet with Metro and to provide additional feedback. Using this approach, OEEO reached out to eight Community Based Organizations, sent out 15 emails, and distributed a total of 20 posters to be displayed prominently at these eight different sites.
- Employees were notified of the pilot through the General Manager's weekly email message and *Metro Weekly*, Metro's corporate internal newsletter.

Targeted Marketing & Media

Metro used targeted marketing and media strategies to increase awareness about the pilot.

- Signs in English and Spanish were posted in all Metrorail stations with Park & Ride facilities.
- Signs were posted in all Park & Ride facilities and all entrance fare signs were updated with the new information.
- A press release was distributed on Friday, January 12, 2018.



- The webpage wmata.com/parking was updated to include information about all of the changes and had over 5,800 unique viewers.
- Social media (Facebook, Twitter) was used to post information about the parking changes.
 - Facebook: over 3,466 people reached across one post
 - Twitter: over 99,000 impressions and over 2,600 engagements across 3 @wmata tweets



Metro Weekly, Volume 21, Issue 3



Saturday Daily Fee for Metrorail Riders: \$2.00

Parking will remain free on Sundays and federal holidays unless there is a special event.

New Parking Fee Hours

Monday – Thursday: 7:30 a.m. – 12:30 a.m.
 Friday: 7:30 a.m. – 2:00 a.m.
 Saturday: 10:00 a.m. – 2:00 a.m.

These changes are part of a WMATA Board approved pilot program through August 2018 which may become permanent. More details at wmata.com.

Tarifa diaria para los sábados para Metrorail riders: \$2.00

El estacionamiento seguirá siendo gratis los domingos y durante días festivos federales a menos que haya un evento especial esos días.

Ajustes de las horas de operación:

Lunes a Jueves: 7:30 a.m. – 12:30 a.m.
 Viernes: 7:30 a.m. – 2:00 a.m.
 Sábado: 10:00 a.m. – 2:00 a.m.

Estos cambios son parte de un programa piloto aprobado por la Junta Directiva de WMATA hasta agosto de 2018, que podría llegar a ser permanente. Para obtener más información, visita wmata.com.



Sample Sign

Customer Surveys

In order to understand the behavior and profile of current parking customers for each pilot, Metro conducted two surveys via email and at facilities.

- **Email Survey for Pilot Proposal #1: Expand weekday hours of operation**

Metro sent survey invitations to registered SmarTrip® card holders who had exited a Metrorail station with a Park & Ride facility between 7:30-9:30 a.m. within the prior 30 days. The purpose of this survey was to gather an estimate of how many more Metrorail customers would pay parking fees if the operating hours changed and to collect demographic information necessary for the equity analysis.

Based on the 1,028 responses, the survey data indicated that Metro would gain additional parking fees from approximately 1.3% of Metrorail riders who regularly exited at the Metrorail stations with Park & Ride facilities between 7:30-9:30 a.m.

- **Email Survey for Pilot Proposal #3: Lower daily parking rates at selected Park & Ride facilities to increase use**

Metro sent survey invitations to registered SmarTrip® card holders who had parked on a weekday at Landover or West Falls Church within the prior 30 days. The survey was designed to determine if lowering the price at select stations would be effective at increasing parking and ridership from these two stations and to collect demographic information necessary for the equity analysis.

- *Landover:* Of the 189 respondents, 32% of Landover customers indicated that lowering the parking rate would prompt them to ride Metro more often, and 10% would park less frequently at other Park & Ride facilities at New Carrollton, Cheverly or Deanwood, and 71% would park at the Landover station more frequently.
- *West Falls Church:* Of the 673 respondents, 29% of West Falls Church customers indicated that lowering the parking rate would prompt them to ride Metro more often, and 11% would park less frequently at other Park & Ride facilities at Vienna, Dunn Loring or East Falls Church, and 66% would park at the West Falls Church station more frequently.

- **On-site Surveys for Pilot Proposal #2: Test Saturday hours of operation**

Bilingual street teams conducted intercept surveys at Park & Ride facilities on Saturdays (December 9, 16 and January 13). Locations were chosen based on Saturday ridership, demographics and jurisdictions. This survey was designed to learn the expected change in demand if a \$2.00 parking fee were charged on Saturdays and to collect demographic information necessary for the equity analysis.

The survey data indicated that 1/3 of the drivers who park at those stations on Saturday would stop doing so if Metro charged a \$2 fee.

		Will you continue to park at this station on Saturday if Metro charges a \$2.00 parking fee?		
<i>District of Columbia</i>	<i>Respondents</i>	<i>Yes</i>	<i>No</i>	<i>Not sure</i>
Fort Totten	60	50%	38%	12%
Rhode Island Avenue	26	62%	27%	12%
<i>Virginia</i>	<i>Respondents</i>	<i>Yes</i>	<i>No</i>	<i>Not sure</i>
East Falls Church	141	47%	35%	18%
Franconia-Springfield	135	69%	21%	10%
Huntington	136	49%	33%	18%
Wiehle-Reston East	146	60%	29%	10%
Vienna	149	56%	30%	14%
<i>Maryland</i>	<i>Respondents</i>	<i>Yes</i>	<i>No</i>	<i>Not sure</i>
Branch Ave	88	53%	38%	9%
College Park-U of Md	36	44%	42%	14%
Glenmont	62	52%	35%	13%
Greenbelt	127	51%	35%	13%
New Carrollton	87	36%	49%	15%
Shady Grove	168	56%	30%	14%
<i>All Stations Above</i>	<i>1,361</i>	<i>53%</i>	<i>33%</i>	<i>14%</i>

Compact Public Hearing for Parking Programs

Nina M. Albert, Managing Director
Office of Real Estate and Parking
July 12, 2018



Purpose

- Obtain Board authorization to conduct a Compact Public Hearing on changes to parking programs
- Confirm the continuation of parking hours and fees set in the parking pilots through 2018
- Obtain Board acceptance of Title VI Equity Analysis of three parking pilot proposals
- Obtain Board approval to exempt VRE and MARC riders from the Non-Rider Fee



Background

July 2017

- Board approved system-wide Non-Rider Fee
- Board approved three parking pilots
- Board approved Compact Public Hearing

February 5

- Implementation of non-rider fee at 10 new stations

February 5 – July 31, 2018

- Parking pilot period



Non-Rider Fee Program

Implemented February 5, 2018 at 10 additional stations

Results to date

- 56,465 Non-Rider transactions
- Decrease of 23,760 transactions
- Collected \$867,971 in four months
- Potential revenue of \$2.6 million per year

Non-Rider Fee impacts 50-100 VRE commuters

- Currently working with VRE on solutions
- All solutions require exemption for VRE and MARC users from the Non-Rider Fee

Stations with new Non-Rider Fee	% Non-Riders
1. Branch Ave	13.2
2. Dunn Loring	18.5
3. Franconia-Springfield	17.7
4. Huntington	11.1
5. Greenbelt	34.4
6. Largo	10.3
7. Minnesota Ave	84.4
8. Rhode Island Ave	14.6
9. Rockville	22.1
10. Suitland	14.5



Three Pilot Programs

Goal of increasing utilization and revenue

- Pilot Period is February 5 – July 31
 1. Start hours of revenue collection at 7:30 a.m. on weekdays
 2. Weekend (Saturday) hours of operation
 3. Lowering of parking fees
- Customer surveys
- Title VI equity analysis

Parking Pilot 1: Expanded Weekday Hours

- **Revenue collection at 7:30 a.m., one hour after station closure**
 - 36,318 new transactions between 7:30 a.m. - 9:30 a.m.
 - Customer survey found that 1.3% of the Metrorail riders exiting between 7:30am - 9:30am then drove to their destination
 - Majority of transactions in early morning are Non-Riders
 - \$185,973 in four months (includes Non-Rider Fees at select stations)
 - No operational issues identified
 - Minimal customer complaints
 - Permanent adoption requires Compact Public Hearing

Parking Pilot 2: Weekend Hours

- **Gathered data on Saturdays, 10 a.m. – 2 a.m.**
 - First time WMATA has Saturday parking data
 - 112,850 transactions in four months
 - \$508,800 collected, at rate of \$2.00/day (Non-Rider Fee also applied)
 - 28,777 customers for March for Our Lives
 - Identified need to charge at Kiss & Rides if we apply weekend hours
 - Survey indicated that 1/3 of customers who park on Saturday would stop if Metro charged \$2.00
 - Minimal customer complaints
 - Permanent adoption requires Compact Public Hearing

Pilot 3: Lowering Parking Rates

- Lowered rate from \$4.70 and \$4.95 to \$3.00 at two stations
- Lowering rates can increase utilization, but diverts from other stations
 - 189 survey responses suggest 32% of Landover customers would ride more often, but 10% would park less frequently at other Park & Rides
 - 673 survey responses suggest 29% of West Falls Church customers would ride more often, but 11% would park less frequently at other Park & Rides

Station	% Utilization		Revenue		
	Feb-May 2017	Feb-May 2018	Feb-May 2017	Feb-May 2018	Change
Landover	28%	36%	\$200,003	\$167,246	\$(32,758)
West Falls Church	50%	55%	\$405,509	\$276,398	\$(129,111)

Public Outreach

- Pop-Up events
 - 11,789 brochures distributed
- Stakeholder communication
 - In person outreach and signs at 35 stations
 - Emails and communication to organizations, businesses, other stakeholders
- Targeted marketing and media
 - 5,800 unique WMATA webpage viewers
 - 99,000 social media impressions
- Intercept and email surveys



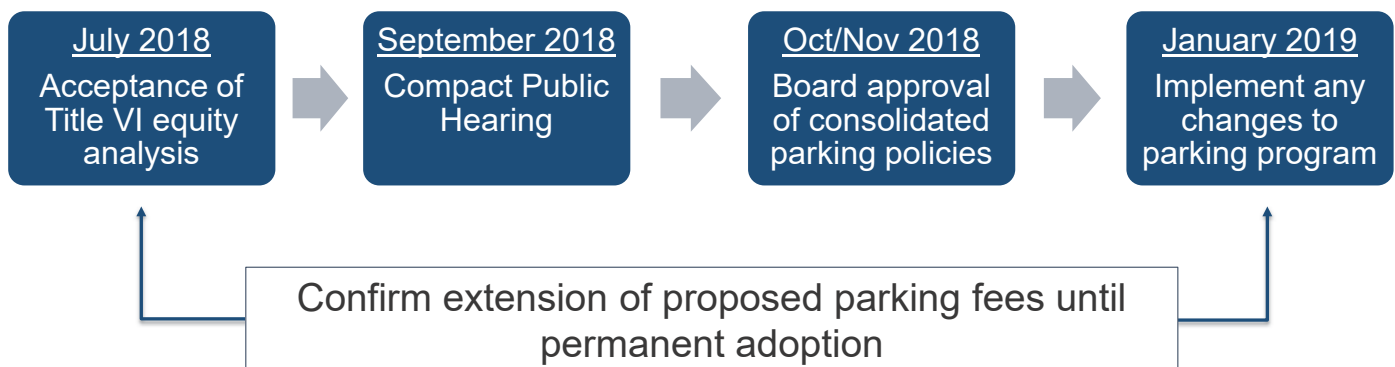
Title VI Equity Analysis

- Analysis showed no Disparate Impact to minority customers or Disproportionate Burden to low income customers for any of the three proposals
- Title VI equity analysis required to continue three pilots beyond six months

Topics for Compact Public Hearing

- Extended weekday hours of revenue collection
- Weekend hours of revenue collection
- Feedback on methods of payment

Extend Pilot of Parking Fees and Hours



Recommendation

- Authorization to conduct a Compact Public Hearing on changes to parking programs
- Confirm the continuation of parking hours and fees set in the parking pilots through 2018
- Acceptance of Title VI Equity Analysis of three parking pilot proposals
- Approval to exempt VRE and MARC riders from the Non-Rider Fee

PRESENTED AND ADOPTED: July 12, 2018

SUBJECT: APPROVAL OF TITLE VI EQUITY ANALYSIS AND AUTHORIZATION TO CONDUCT PUBLIC HEARINGS ON AMENDMENTS TO PARKING RATES AND OPERATIONS

2018-27

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Federal Transit Administration (FTA) requires the Washington Metropolitan Area Transit Authority (WMATA) to conduct a Title VI equity analysis of fare and service changes and requires the WMATA Board of Directors to approve the analysis; and

WHEREAS, In Resolution 2017-31, the Board of Directors approved the implementation of Parking Pilots to: (a) expand the weekday hours of operation of all Metro parking facilities; (b) test the expansion of the hours of operation of all Metro parking facilities to Saturdays; and (c) test lowering parking rates at its Metro parking facilities that experience higher vacancies, ranging from a lower limit of the existing parking surcharge amount to an upper limit of the existing daily parking rate; and

WHEREAS, In Resolution 2017-31, the Board of Directors also directed the General Manager and Chief Executive Officer (GM/CEO) to collect demographic data in accordance with FTA guidance and to present findings, recommendations, and a Title VI equity analysis to the Board; and

WHEREAS, Staff completed the attached Title VI equity analysis, which determined that Parking Pilots will not have a disparate impact on minority populations or disproportionate burden on low-income populations; and

WHEREAS, During the implementation of the Parking Pilots, staff identified additional changes to rates and revenue collection hours that may be beneficial to WMATA, must be evaluated through a Compact Section 62 public hearing on proposed rate increases, and may also require a Title VI equity analysis; and

WHEREAS, During the implementation of the Parking Pilots, staff identified additional changes to methods of collection of parking fees that may be beneficial to WMATA, must be evaluated through a Compact Section 76 public hearing, and may also require a Title VI analysis; NOW, THEREFORE, be it

Motioned by Mr. Evans, seconded by Mr. Price

Ayes: 8 – Mr. Evans, Mr. Crawford, Mr. Corcoran, Mr. McMillin, Mr. Price, Mr. Goldman, Mr. Dorsey and Mr. Horner

RESOLVED, That the Board of Directors has considered and approves the Title VI equity analysis on the Parking Pilots as shown in the attachment, and approves the continuation of the Parking Pilots through December 31, 2018; and be it further

RESOLVED, That the Board of Directors will conduct a Compact public hearing or hearings on establishing parking rates or a range of rates for daily, weekend, holiday, and regional event parking for riders; and be it further

RESOLVED, That the Board of Directors will conduct a Compact public hearing or hearings on establishing parking rates or a range of rates for daily, weekend, holiday, and special event parking for non-riders; and be it further

RESOLVED, That the Board of Directors will conduct a Compact public hearing or hearings on proposed changes to fare collection methods; and be it further

RESOLVED, That the Board of Directors delegates to the GM/CEO the authority to establish the docket for Compact public hearings consistent with this Resolution; and be it further

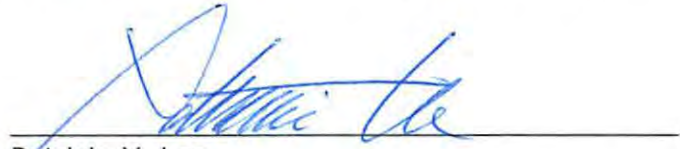
RESOLVED, That in accordance with FTA Title VI requirements, staff will report to the Board of Directors results of all applicable equity analyses; and be it further

RESOLVED, That the Maryland Rail Commuter (MARC) and the Virginia Railway Express (VRE) riders shall be afforded rider parking rates at WMATA parking facilities so long as WMATA's fare collection technology supports this practice; provided, however, that each of MARC and VRE shall reimburse WMATA for any incremental costs associated with revising WMATA practices or technology to implement this policy; and be it further

RESOLVED, That the Board of Directors directs the GM/CEO or his designee to propose updated and consolidated Metro parking policies based on the results of the Compact public hearing or hearings and applicable Title VI public participation plans and analyses that will govern WMATA parking services and facilities; and be it finally

RESOLVED, That in order to satisfy FTA Title VI requirements and continue to collect data on the Parking Pilots necessary to develop a comprehensive parking system policy, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
12.8.2 Parking Fees and Collection

M E M O R A N D U M



SUBJECT: Parking Revenue Enhancements
Title VI Equity Analysis

DATE: July 6, 2018

FROM: FAIR – Franklin Jones *FJ*

THRU: IBOP – John Kuo *[Signature]*

for TO: GM/CEO – Paul J. Wiedefeld *[Signature]*

This memorandum serves as the Title VI analysis required for three parking proposals that will be presented at the July Board meeting.

I. Conclusion

Based on the Title VI equity analysis, staff has determined that the proposed parking rate changes do not result in a disparate impact (DI) on minority populations or a disproportionate burden (DB) on low-income populations.

II. Fare Change Proposals

In July of 2017, the Office of Real Estate & Parking (LAND) put forward a number of proposals aimed at increasing parking revenue. Three elements of the proposal would affect the rate that Metro customers pay for parking and are therefore subject to a Title VI equity analysis.

Table One: Proposals Affecting the Parking Rate Paid by Metro Customers

Collect Revenue on Saturday	Charge \$2.00 to park on Saturdays. Previously, there was no charge to park.
Expand Weekday Hours	Expand hours of revenue collection on weekdays. Charge the existing weekday rate for that station.
Reduce Rate at Two Stations	Decrease weekday rate at two stations: Landover and West Falls Church from \$4.70/ \$4.95 to \$3.00

The Title VI Circular allows transit agencies to implement fare changes lasting less than six months as a pilot without conducting an equity analysis. This process allows an agency to evaluate the viability of a given proposal, collect customer survey data, and conduct public outreach before implementation as a fare change. WMATA elected to do this for these three elements, with the pilots for each beginning in February of 2018.

Now that this six-month period is drawing to a close, staff is required to conduct an equity analysis in order for the fare proposals to continue. As outlined in the Board

Action/Information Summary (BAIS) staff will return to the Board following the completion of the public hearing process. Should the proposals change substantively from what has been analyzed in this report, staff will re-analyze the impacts, and submit a revised equity analysis for Board approval.

In accordance with the Title VI Circular, staff conducted public outreach on the proposed fare changes. The full Public Outreach report is attached to the BAIS.

III. Title VI Analysis

When a transit agency proposes a permanent fare change or a major service change, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the transit agency conduct an equity analysis to determine whether the service change will result in a DI on minority riders or a DB on low-income riders.

In conducting the equity analysis, Metro used the following survey and operations data to determine which populations would be affected by each element of the proposal:

- 2016 Travel Trends Rail Passenger Survey (spring 2016);
- Saturday Survey of Parking Customers at 13 Metrorail Stations (winter 2018)
- On-line surveys of parking customers (fall 2017)
- Rail ridership and revenue data (fall 2017)
- Parking revenue and ridership data (fall 2017 through spring 2018)

In Resolution 2013-27, the Board approved Metro's DI/DB thresholds. For fare changes, the DI/DB threshold is five percent, meaning that the average fare increase for minority and low-income riders cannot exceed the average fare increase for non-minority and non-low-income riders by more than five percent.

Collecting Parking Revenue on Saturdays

Does charging for parking on Saturdays create a DI or a DB on Metrorail customers who use the system on Saturdays? To answer this, staff first calculated the average fare paid for rail customers including those who park in Metro-owned parking facilities by demographic cohort on a typical Saturday¹. To do so, staff calculated the fare paid by customers for each origin and destination pair on rail, and divided that by the number of customers to create an average rail fare paid per rider. These data are then merged with survey data to create an average rail fare paid by demographic group (minority vs. non-minority, low income vs. non-low income).

¹ Using a fall of 2017 ridership base

The proposed fares are calculated in the same way, except those that park at a Metro-owned parking facility are charged \$2.00 in addition to their rail fare. This new average fare is compared with the original fare to calculate the percentage change in fare by demographic group shown in Table Two. In other words, to determine the total percentage increase, Metro calculated the amount of revenue (rail and parking) collected for each demographic group. Metro then took that number and divided it by the number of customers in each demographic group. This average fare for the proposal is then compared to the current (rail only) average fare for these same groups. The percentages shown in Table Two are the differences in these two values. For example, an increase of \$0.05 on average from a base fare of \$2.45 to \$2.50 would be 2.00 percent.

Table Two: DI/DB Test, Percentage Fare Increase by Demographic Group, Saturday Parking Fares

	Minority	Non-Minority	Low-Income	Non-Low-Income
Total	2.79%	2.73%	2.09%	2.96%
Difference		0.06%		-0.87%
Board Adopted Threshold		5.00%		5.00%
DI/ DB		No		No

As shown in Table Two, the proposal passes Metro's DI/DB test. The difference in the average fare paid by minority riders and non-minority riders is almost the same, at 2.79 percent vs. 2.73 percent. The average fare increase for low-income customers is actually lower by 0.87 percent than that for non-low-income customers.

On average, the proportion of minority customers who park at Metro facilities matches that of the Metrorail system on Saturdays, coming in at approximately 47.2 percent minority compared to 48 percent of the system. However, the proportion of low-income customers is somewhat lower, with an average of 17.6 percent compared to a system average of approximately 23 percent. This fact helps explain why there is little difference in the fare change experienced by minority and non-minority customers, but some difference in the fare change experienced by non-low-income customers compared to low-income customers.

Note that the analysis only includes the effect of the parking rate change on rail customers. Title VI equity analysis does not apply to non-riders.

Expansion of Weekday Revenue Collection Hours

In order to gauge the impact of expanding the weekday hours of parking revenue collection from a 9:30 AM start back two hours to a 7:30 AM start, staff first had to understand the number of customers that this would impact, and their demographic make-up. In order to do, staff surveyed over 1,000 Metrorail customers who exited the Metrorail system at one of the 36 stations that has a Park and Ride facility before 9:30 AM during the month of November 2017.

Out of the over 1,000 survey respondents, only 13 or 1.26 percent said that they leave the system between the hours of 7:30 AM and 9:30 AM, and that they drive to their destination upon leaving that station. The majority walk or take a bus, therefore, because they do not park at the station during these hours, they are not affected by this change. This survey finding was confirmed by revenue data collected during the pilot. On a typical weekday, approximately 200 Metrorail customers exited a parking facility during the expanded hours. This amounts to approximately 0.03 of the 640,000 riders who use Metrorail on a given day, or only 0.47 percent of more than 43,000 daily parking transactions. Therefore, the impact of this element of the proposal is de minimis. Furthermore, when analyzed, this element of the proposal does not present a DI or a DB. As shown in Table Three, the difference in average fare paid between each group falls within the five percent threshold.

Table Three: DI/DB Test, Percentage Fare Increase by Demographic Group, Change in Hours of Weekday Revenue Collection

	Minority	Non-Minority	Low-Income	Non-Low-Income
Total	0.51%	0.40%	1.87%	0.43%
Difference		0.10%		1.45%
Board Adopted Threshold		5.00%		5.00%
DI/ DB		No		No

Note that as with the Saturday analysis, this analysis only includes the effect of this parking rate change on rail customers. There is revenue collected from non-riders who are using Metro's parking facilities for overnight parking. However, this revenue is not considered in this analysis, as non-riders are not subject to a Title VI equity analysis.

Reduction of Weekday Rate at Two Stations

The reduction of rates is meant to increase rail ridership and overall revenue collected at two stations with a relatively low number of park and ride customers. To determine whether this change would result in a DI or DB, staff calculated the average weekday parking rate paid (at all stations with parking facilities) by four different groups: minority and low-income customers, and non-minority and non-low-income customers using parking revenue and customer survey data. Staff then lowered the rate at the two stations (Landover and West Falls Church) and recalculated the average rates for each of the four groups (minority, non-minority, low income, non-low-income). Table Four shows the results.

Table Four: DI/DB Test, Percentage Fare Decrease by Demographic Group, Reduction in Parking Rate at Two Stations

	Minority	Non-Minority	Low-Income	Non-Low-Income
Total	-1.12%	-1.47%	-3.20%	-1.27%
Difference		-0.36%		1.94%
Board Adopted Threshold		-5.00%		-5.00%
DI/ DB		No		No

As shown in Table Four, the proposal passes Metro's DI/DB test. The difference in the change in average weekday parking fee paid by minority riders and non-minority riders is 0.36 percent. Both groups are benefiting from the proposal by paying less. Non-minorities will see a little more benefit on average, with a 1.47 percent reduction vs. the 1.12 percent for minorities; however, this difference (of 0.36 percent) is well within the 5.0 percent threshold. Low-income customers benefit more from the proposal. On average, they will see a 3.2 percent reduction, compared to a 1.27 percent average reduction for their non-low-income counterparts.

In total, approximately 1,600 customers parked at one of the two stations on an average weekday in October of 2017, with about 1,000 at West Falls Church and another 600 at Landover. Minorities comprise 43 percent and low income customers comprise five percent of the park and ride ridership at these stations.

Cumulative Impact

Consistent with other equity analyses of fare proposals, staff also analyzed the cumulative impact of the three proposals on fare equity overall, measured by the annualized revenue collected under each proposal. Table Five shows the results of this analysis.

Table Five: DI/DB Test, Percentage Fare Decrease by Demographic Group, Cumulative Impact of All Proposals

	Minority	Non-Minority	Low-Income	Non-Low-Income
Total	0.09%	0.04%	0.21%	0.04%
Difference		0.05%		0.16%
Board Adopted Threshold		5.00%		5.00%
DI/ DB		No		No

As shown, the three proposals when combined do not result in a DI or a DB in terms of the overall amount of annual revenue collected from Metrorail and Parking customers. They raise the overall fare paid by minority customers by 0.05 percent more than that of non-minorities, and 0.16 percent more for low-income customers than that of non-low-income customers. These relative differences are well within the five percent threshold.

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

NVTC proposed changes as of 8-2-18

September 18, 2018

MOTION

Made By:

Seconded By:

ACTION:

Title: Approval of Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)

WHEREAS, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the jurisdictions that comprise NVTC who provide local funding and receive transit service from the Washington Metropolitan Area Transit Authority (WMATA) are mutually interested in the success of the WMATA; and

WHEREAS, WMATA was established pursuant to an interstate compact between Virginia, Maryland, and the District of Columbia to operate a regional mass transit system in the Washington, D.C. metropolitan area; and

WHEREAS, NVTC was founded in part to represent the interests of the Commonwealth during the establishment of WMATA; and

WHEREAS, NVTC's member jurisdictions – the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington and Fairfax – are the Compact funding partners, with Loudoun County becoming a funding partner **in advance of** the Silver Line Phase 2 becoming **ing** operational; and

WHEREAS, Section 33.2-1936 of the *Code of Virginia* establishes that the Northern Virginia Transportation District has unique needs and that the operation of the rapid heavy rail mass transportation system and the bus mass transportation system by WMATA provides particular and substantial benefit to the persons living, traveling, commuting, and working in the localities embraced by the NVTC; and

WHEREAS, Section 33.2-3401 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, establishes a WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA; and

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that 53.5 percent of the funds shall be allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance ("Commonwealth Mass Transit Fund WMATA Allocation"), as determined by the Commission; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section o33.2-1526.1(C)(3) of the *Code of Virginia* Allocation under the following conditions:

- (i) The seventh enactment requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.
- (ii) The eighth enactment requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC, and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
- (iii) The first enactment requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

WHEREAS, it is in the best interest of the CTB, NVTC, and the jurisdictions that are WMATA Compact funding partners to ensure that WMATA receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC on behalf of its jurisdictions; and

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the following policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority enacted by the General Assembly of Virginia in 2018:

Participation by Alternate Directors of the WMATA Board (Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if the WMATA Board of Directors has not adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7.
2. When determining whether to withhold funding in response to an action taken by an alternate director that is prohibited by clause (i) of Enactment Clause 7, the CTB shall consider the following as prohibited activities by alternate directors at an official WMATA Board or committee meeting (unless the alternate director is acting in the absence of a Board director who serves on the committee): (i) participating in the discussion among Board directors; (ii) making or seconding a motion; (iii) voting on motions, resolutions or other Board actions; (iv) being counted toward the required quorum; (v) attendance or participation in any Executive Session of the WMATA Board or its committees; (vi) any action in violation of WMATA Bylaws **in regards to the activities of alternate directors**. Attendance by alternate directors at official WMATA Board or committee meetings, excluding Executive Sessions, shall not be a basis for withholding funding, nor shall the provision of information or reports to directors at a WMATA committee meeting in response to a request to do so by the director chairing the committee meeting.
3. WMATA shall provide a written notification to the CTB by July 1 of each year that it has adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7 and that **no** violations of the bylaws by alternate directors have occurred during the previous year.
4. WMATA shall immediately notify the CTB in writing if a violation of its bylaws by an alternate director or some other action prohibited by this CTB policy occurs.

Adoption of a Detailed Capital Improvement Program (Enactment Clause 8(i) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. Beginning July 1, 2019, WMATA has not annually adopted or updated by July 1 of each year a detailed capital improvement program covering the current fiscal year and the next five fiscal years, including projections of funding sources and uses for the six-year period.
 - b. Beginning July 1, 2019, WMATA has not annually held by July 1 of each year at least one public hearing on such capital improvement program held in a locality embraced by the NVTC.
2. WMATA shall provide a written notification to the CTB by July 1 of each year that it has: (i) adopted a capital improvement program that complies with the above requirements; and (ii) held a public hearing on the capital improvement program in a locality embraced by the NVTC.

Adoption or Update of a Strategic Plan (Enactment Clause 8(ii) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. Beginning July 1, 2019, the WMATA Board has not adopted or updated a strategic plan within the preceding 36 months. After submission of the first strategic plan, WMATA must submit updated plans every 3 years thereafter.
 - b. Beginning July 1, 2019, WMATA has not held at least one public hearing on such strategic plan held in a locality embraced by the NVTC.
2. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
3. WMATA shall provide a written notification to the CTB by July 1 of the year of any strategic plan update that it has: (i) adopted or updated a strategic plan that complies with the above requirements; and (ii) held a public hearing on the strategic plan or strategic plan update in a locality embraced by the NVTC.

3% Cap on Growth in Total Virginia Operating Assistance (Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. The total operating subsidy for Virginia in the current year approved WMATA budget increases (effective July 1) by more than 3 percent over the prior year approved WMATA budget (as of June 30).
2. The following items shall not be included in the calculation of any WMATA budget increase:
 - a. Any service, equipment, or facility that is required by any applicable law, rule, or regulation.
 - i. Includes, but is not limited to, compliance with any safety directives to WMATA issued by the Metrorail Safety Commission (MSC), the Federal Transit Administration (FTA), the National Transportation Safety Board (NTSB) or any other relevant safety oversight agency; actions taken to comply with the Americans with Disabilities Act (ADA); and actions taken to comply with Title VI requirements.
 - b. Any capital project approved by the WMATA Board before or after the effective date of this provision.
 - i. Includes operating subsidy increases related to capital projects that improve WMATA's state of good repair, support a major system expansion project (such as the planned Potomac Yard Metrorail Station in Alexandria and the Silver Line Metrorail Phase 2 project in Fairfax and Loudoun Counties), and respond to service disruptions caused by implementation of approved capital projects to address state of good repair needs or from emergency system shutdowns.

- c. Any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
 - d. Operating subsidies for specific WMATA transit services that are funded in whole by one or more WMATA member jurisdictions and/or from other non-WMATA funding sources.
 - e. Regularly-scheduled adjustments of the inputs to the regional subsidy allocation formulas by WMATA.
3. WMATA shall provide a written notification to the CTB no later than July 1 of each year of the annual growth in total Virginia operating assistance, including a detailed description of the costs contributing to the increased operating subsidy and a year over year comparison of such costs. WMATA shall also provide a detailed description and justification of costs considered exempt from the calculation of the annual growth rate in operating subsidy. The written notification shall include sufficient documentation to allow the CTB to perform its own verification of the annual growth rate and amount of total Virginia operating assistance.
 4. By July 1 of each year, WMATA shall notify the CTB if it is scheduled or plans to adjust the regional subsidy allocation formulas in the budget to be proposed for the next fiscal year.

Resolution of Withholding of Funds

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
 - a. The CTB will determine what constitutes an approved mitigation action, except that approval by the WMATA Board of a budget amendment reducing the amount of annual operating assistance required by Virginia to no more than 3 percent greater than the prior year shall be considered an approved mitigation action for a violation of the restriction related to the 3% cap on growth in Virginia operating assistance.
2. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

Additional Considerations

1. The CTB, the Virginia Department of Rail and Public Transportation (DRPT), WMATA, the NVTC, and NVTC's member jurisdictions shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. WMATA shall submit the documents required to demonstrate compliance to DRPT by the deadlines specified. DRPT will analyze the information received from WMATA and present to the CTB, in September of each year (beginning in 2019), a recommendation on enforcement actions, if any, that are required to be taken by this policy.
3. DRPT will provide regular reports to the CTB on observations related to compliance with this policy throughout the year.

4. After November 1 of each year, the NVTC shall present to the CTB the findings included in its report on the performance and condition of WMATA required under Section 33.2-3403 of the *Code of Virginia*.
5. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.
6. Given that the condition of the WMATA system may change over time, the CTB will consider revisions and/or updates to these guidelines every two years.

DRAFT

Discussion Questions on Parking Pilots and Non-Rider Fee

1) What data and analysis do the Virginia jurisdictions want to see as part of the analysis of the parking pilots?

- Saturday Parking
 - What is the effect to ridership of charging for ridership on Saturday parking?
 - What is the net revenue (between added parking fee revenues and a potential loss in revenues from ridership losses) for Saturday parking?
 - Using Wiehle Reston-East Station as an example (which does not charge for Saturday parking because the Fairfax County Board of Supervisors has the authority to set the rates there), what can be gleaned about the effect on ridership of charging a Saturday parking fee?
 - The survey that WMATA conducted showed that most people would avoid riding rather than pay the Saturday fee. What actually happened?
 - Can WMATA provide a profile of Saturday parkers? Local vs tourist? Other characteristics?
 - Can the same revenue totals be achieved with a lower Saturday parking rate?
- Lowering parking rates at select stations
 - At West Falls Church Station, is this drawing in new riders or cannibalizing riders from East Falls Church? What is the net revenue impact?
 - The above analysis should be extended to consider the parking limitations at East Falls Church, which is generally oversubscribed.

2) What additional information or questions are required as this pilot moves towards a compact public hearing, WMATA staff recommendations, and a consolidated Virginia position in the fall?

- How much flexibility is there in the FY19 budget if parking revenues came in less than was estimated during budget adoption?
- Are there other parking related options to achieve revenue goals other than charging for parking on Saturdays?
- What are current weekend service patterns and headways compared to schedule? Given the lack of reliability on weekends and forced transfers due to weekend track work, weekend ridership is generally down. Can WMATA take any steps to improve the level of service provided while still implementing the capital program?

3) What are jurisdictional concerns regarding the parking pilots?

4) Is there any feedback or guidance the Virginia jurisdictions would like to relay to WMATA regarding the non-rider parking fee?

- Future extensions of the non-rider fee, which is a power that has been delegated from the WMATA Board to the General Manager, should consult with the jurisdictions to avoid any unintended consequences like the VRE issue at Franconia-Springfield Station.
- Is the non-rider fee priced correctly? Should it be variable to match market rates and optimize revenue and available parking for transit riders? Is this a future pilot?
- Northern Virginia thinks of WMATA parking facilities as regional transit assets. As such, there are express local and metrobus routes that operate or will operate from WMATA parking facilities.
 - In order to encourage ridership and revenue, metrobus and local transit riders that use SmarTrip should be charged the regular parking fee. Are there any technical limitations to this?
 - What are the revenue implications of the above concept, especially if the non-rider fee were extended to additional stations?
 - What are the technical limitations to extending the regular parking fee to carpoolers?

Potential Strategies to Reduce the Growth in Costs and to Improve the Efficiency of WMATA Operations

Crosscutting Strategies		
<ul style="list-style-type: none"> Align WMATA's business model to reflect shifts in urban/suburban mobility and define its role within the concept of mobility as a service. Encourage the development and use of innovation and technology within the workforce, in procurement actions, and in operational processes. 		
Category	Short-term (FY 2020 WMATA Budget)	Long-term
Rebuild Rail and Bus Ridership	<ul style="list-style-type: none"> Expand marketing and adoption of SelectPass fare products Develop fare pass products that reduce barriers to bus to rail transfers Implement additional new fare pass products to promote more frequent rail and bus ridership and increase customer satisfaction 	<ul style="list-style-type: none"> Pursue capital investments that increase the reliability of the system
Enhance Efficiency of Metrobus Operations	<ul style="list-style-type: none"> Implement and explore pilot programs and other efforts to increase the reliability and speed of Metrobus operations* Conduct a comprehensive analysis of WMATA's bus network ("Bus Reset Study"*) 	<ul style="list-style-type: none"> Develop a fare system that can enable the region to implement a regional, interoperable off-vehicle fare collection system on high capacity bus routes (source: NVTC Fare Payment Strategic Plan) Implement recommendations from WMATA's Bus Reset Study
Labor	<ul style="list-style-type: none"> Provide greater authority to the WMATA General Manager and Board to make operational decisions that improve the system's cost effectiveness without jeopardizing safety, including the use of tools such as competitive contracting of targeted functions. (source: NVTC WMATA Reform Resolution) 	<ul style="list-style-type: none"> Include the three percent cap on annual operating subsidies as a mandatory factor used in consideration of establishing labor costs through collective bargaining of subsequent arbitration. (source: NVTC WMATA Reform Resolution) Amend the Wolf Act to require arbitrators in WMATA contract arbitrations to consider these fiscal restrictions in all cases. (source: NVTC WMATA Reform Resolution)
Optimize Revenue Collection	<ul style="list-style-type: none"> Implement WMATA's "Fair Share Effort" on bus and rail to decrease fare evasion* 	<ul style="list-style-type: none"> Develop the next generation of fare collection technology (source: NVTC Fare Payment Strategic Plan)
Increase non-fare revenues	<ul style="list-style-type: none"> Leverage value for assets it owns by maximizing advertising revenues* and optimizing parking revenue policy* 	<ul style="list-style-type: none"> Pursue joint development opportunities on underutilized assets* Pursue a real estate strategy that generates operating efficiencies
Enhance efficiency of the workforce	<ul style="list-style-type: none"> Incentivize workforce to deliver innovative solutions Adequately fund WMATA's Office of the Inspector General* Improve productivity through strengthened management of employee absenteeism and overtime* Improve cost controls on workers' compensation* 	

*Denotes strategies that are already underway or in progress by WMATA. Depending on the circumstances of each strategy, there may or may not be additional opportunities to pursue in each category.



RESOLUTION #2342

SUBJECT: NVTC Principles for WMATA Reform

WHEREAS: The Washington Metropolitan Area Transit Authority (WMATA) is critical to Northern Virginia and the Commonwealth's transportation network and economic growth;

WHEREAS: The Northern Virginia Transportation Commission (NVTC) was founded in part to represent the interests of the Commonwealth during the establishment of WMATA;

WHEREAS: The General Assembly, through Enactment Clause 4 of HB2136/SB1251 (2017), directed the Secretary of Transportation, in coordination with the Northern Virginia Transportation Commission, to engage his counterparts in Maryland and Washington, D.C., and the appropriate officials in the federal government for the purpose of revising the Washington Metropolitan Area Transit Authority Compact of 1966 and implementing other reforms necessary to ensure the near-term and long-term viability of the Washington Area Metropolitan Transit Authority (WMATA);

WHEREAS: In doing so, the Secretary shall develop, propose, and seek agreement on reforms related to the following:

- (i) the legal and organizational structure of WMATA;
- (ii) the composition and qualifications of the WMATA Board of Directors and the length of terms of its members;
- (iii) labor costs and labor relations;
- (iv) measures necessary to resolve WMATA's unfunded pension liability and other postemployment benefits;
- (v) measures necessary to better ensure the safety of riders and employees, including safety in the event of a homeland security emergency in the national capital area; and
- (vi) financial and operational improvements necessary to ensure that WMATA's performance is at least as efficient as its closest comparable transit systems in the United States.

WHEREAS: NVTC seeks to provide its recommendations to the Secretary of Transportation on these matters through this and subsequent resolutions;

WHEREAS: NVTC supports a legal and organizational WMATA Board structure that recognizes that Virginia is unique in the WMATA Compact region in that its local governments – the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington and Fairfax – are the Compact funding partners, with Loudoun County becoming a funding partner as the Silver Line Phase 2 becomes operational;

- WHEREAS:** NVTC supports the role of the federal government in providing dedicated funding for WMATA through the Passenger Rail Investment and Improvement Act (PRIIA), which provides \$150 million per year in dedicated funding to support capital improvements to WMATA, with the requirement that Maryland, the District of Columbia and Virginia provide matching funds;
- WHEREAS:** NVTC endorses the continued investment by the Commonwealth to provide funds that partially support NVTC jurisdictions' contributions to WMATA as well as matching funds under PRIIA;
- WHEREAS:** Under current law, the Virginia Secretary of Transportation or his/her designee and any NVTC Commissioner appointed by the Northern Virginia Transportation Commission are authorized to serve as members of the WMATA Board;
- WHEREAS:** Peer transit agency, foundation, and corporate boards in the United States average between 11.5 and 13.5 members and do not include alternate members. The current WMATA Board includes 16 members, eight of which are alternates with no full Board voting rights;
- WHEREAS:** No other peer transit agency uses alternates on their boards, and current WMATA alternates perform all the work of voting board members, including voting in committees, but cannot vote during full Board meetings;
- WHEREAS:** The WMATA Board has nine committees with four to 16 members each, tied for the most board committees among transit agencies peers. Between 2016 and 2017 each WMATA Board member attended an average of 41 meetings;
- WHEREAS:** Effective membership on the WMATA Board requires a large commitment of its members' time and energy. Compensation for that time should not be provided by entities that may represent real or perceived conflicts of interest for WMATA Board members;
- WHEREAS:** In November 2016, as a response to recommendations from a strategic advisor, the WMATA Board adopted an updated Code of Ethics that requires annual training on identifying and resolving actual and apparent conflicts, making disclosures and acknowledgments, and rules regarding acceptance of gifts;
- WHEREAS:** Board members, either corporate representatives with business connections or elected officials who must both represent the interests of their constituents while also representing WMATA's interest, must engage in rigorous and ongoing analysis of the ethics and balance of these multiple interests and responsibilities;
- WHEREAS:** The veto by a single jurisdiction inhibits jurisdictional collaboration and impedes regional policy decisions on the WMATA Board;
- WHEREAS:** A Department of Rail and Public Transportation review of WMATA operational cost drivers found that while WMATA's operational cost metrics are similar to peer transit agencies, it does have greater costs associated with rail maintenance activities;

WHEREAS: The WMATA General Manager, in his April 2017 Action Plan, expressed a desire to address operational cost drivers noting that, without changes, operating cost increases will outpace revenue growth by approximately 50 percent and the current public subsidy requirement for day-to-day operations would grow from \$980 million to \$1.6 billion annually in 10 years;

WHEREAS: On June 1, 2017, NVTC endorsed the spirit and direction of the WMATA General Manager's April 2017 Action Plan to significantly reform operations at WMATA that would yield reductions in operating and capital costs absent changes to the WMATA Compact;

WHEREAS: NVTC maintains interest in identifying near and long-term changes to reduce WMATA's operating costs to control the overall growth in jurisdictional contributions to no more than three percent per year; and

WHEREAS: In November 2016, WMATA's unfunded pension liability was estimated at \$1 billion with total plan assets at \$3.6 billion, and while comparable to peer transit and governmental agencies, poses a financial risk to its funding jurisdictions.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission, pursuant to items (i) and (ii) of Enactment Clause 4 of HB2136/SB1251, recommends the following:

1. WMATA Governance Structure:

- The WMATA Board should be comprised of 12 members, with three members representing each jurisdiction and the federal government.
- Federal government representation should be contingent upon the continued dedicated federal funding of at least \$150 million per year.
- The WMATA Board members from Virginia should include one member appointed by the Commonwealth and two members appointed by NVTC.
- All Virginia members of the WMATA Board should serve on NVTC.
- The term of each WMATA Board member should continue to be four years, limited to two terms.
- WMATA should reduce the number of committees and committee meetings.
- All WMATA Board members should have full voting authority (no alternates).

2. Compensation:

- WMATA Board members should receive equal financial compensation, to be paid by WMATA.

3. Board Composition and Experience:

- The WMATA Board should include a mix of elected and nonelected members, each of whom has experience in transit planning, transportation planning, or land use planning; transit or transportation management or other public-sector management; engineering; finance; public safety; homeland security; human resources; or the law; or knowledge of the region's transportation issues derived from working on the resolution of regional transportation issues. Some members of the Board should have significant senior executive experience with rail systems, transit agencies, airlines, airports, ports, or other transportation providers.
- All members of the WMATA Board should be familiar with the WMATA transit system.

4. Board Fiduciary and Other Conflicts of Interest:

- The WMATA Board should engage in a robust review of its policies on conflicts of interests and fiduciary interests so that it will maintain its strong commitment to ethics pertaining to fiduciary duties and conflicts of interest.

5. Jurisdictional Veto:

- The use of the jurisdictional veto should be eliminated.

BE IT FURTHER RESOLVED that NVTC, pursuant to items (iii) of Enactment Clause 4 of HB2136/SB1251, recommends the following:

- In labor negotiations, the WMATA General Manager and Board should have greater authority to make operational decisions that improve the system's cost effectiveness without jeopardizing safety, including the use of tools such as competitive contracting of targeted functions.
- WMATA's annual operational cost increases should be comparable to those of its funding jurisdictions, and the jurisdictional subsidies it sets should hold within the three percent annual cap recommended by the General Manager in his April 2017 Action Plan, and that to maintain such funding discipline should be a mandatory factor used in consideration of establishing labor costs through collective bargaining or subsequent arbitration.

- NVTC endorses an amendment to the Wolf Act (National Capital Area Interest Arbitration Standards Act of 1995, Pub L. 104-50) that would require arbitrators in WMATA contract arbitrations to consider these fiscal restrictions in all cases.

BE IT FURTHER RESOLVED that NVTC, pursuant to item (iv) of Enactment Clause 4 of HB2136/SB1251, calls upon the WMATA General Manager and Board to identify a specific plan to address its unfunded pension liability and other post-employment benefits.

BE IT FURTHER RESOLVED that NVTC, pursuant to item (v) of Enactment Clause 4 of HB2136/SB1251, calls upon the WMATA's General Manager and Board, to take measures to ensure the safety of riders and employees, including safety in the event of a homeland security emergency in the national capital area.

BE IT FURTHER RESOLVED that NVTC recommends that the WMATA Board direct the General Manager to set forth, by January 1, 2018, a detailed business plan for implementing the operational reforms outlined in his April 2017 Action Plan and any other actions necessary to meet the requirements of item (vi) of Enactment Clause 4 of HB2136/SB1251 (2017) so the legislatures of the respective jurisdictions will have the opportunity to review such plan prior to the commencement of their legislative sessions.

Approved on this 7th day of September 2017.



Jeffrey C. McKay
Chairman



Matthew F. Letourneau
Secretary-Treasurer