



**NVTC INTERIM WMATA COMMITTEE MEETING
WEDNESDAY, SEPTEMBER 19, 2018
NVTC Conference Room – Suite #620
2300 Wilson Blvd. – Arlington, VA 22201**

8:30 A.M.

AGENDA

1. Approval of the August 2, 2018 Interim WMATA Committee Meeting Summary
2. 2018 NVTC Report on the Performance and Condition of WMATA
3. Upcoming WMATA Committee and Board of Directors Items
 - a. September 2018 WMATA Board and Committee Agenda Items
 - b. WMATA Parking Pilots and Additional Parking Revenue
 - c. Public Comment Period on WMATA's Proposal to Eliminate the Use of Cash on Limited-Stop Metrobus Routes
 - d. Other Anticipated Items
4. Future NVTC WMATA Committee Schedule
 - a. November Meeting
 - b. December Meeting
5. Other Items of Jurisdictional Importance

Interim WMATA Committee Members:

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

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**NVTC INTERIM WMATA COMMITTEE
MEETING SUMMARY
NVTC Conference Room, Suite #620 – Arlington, Virginia
August 2, 2018**

NVTC Interim WMATA Committee Members Present:

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

Others Present:

Kate Mattice	Penny Newquist	Clinton Edwards
Andrew D'huyvetter	Todd Wigglesworth	Tim Roseboom
Nobuhiko Daito	Deb Wake	Noelle Dominguez
Greg Potts	Mike Longhi	Simon Mosbah
Allan Fye	Rob Whitfield	

Chairman Paul Smedberg called the meeting to order at 7:03 PM.

Chairman Smedberg provided an overview of the role of the Interim WMATA Committee. The Committee is intended 1) for Commissioners to have focused discussions on WMATA-related issues to help inform NVTC's Principal WMATA Board member of areas of jurisdictional concern and 2) to review and provide guidance on any NVTC products related to recent WMATA funding legislation. The committee will focus on several key issue areas that affect Northern Virginia jurisdictions, including: the WMATA budget, WMATA policy decisions that affect local transit operators, and other areas of jurisdictional concern where it is important to speak with one voice. The Interim WMATA Committee is not a second WMATA Board. Staff will continue to have parallel discussions via established WMATA and NVTC staff-oriented processes.

Cathy Hudgins arrived at 7:08 PM.

Chairman Smedberg reminded the committee that WMATA Board Chairman Jack Evans will attend and speak at the September Commission meeting.

Kate Mattice and Nobuhiko Daito provided an overview of the 2018 NVTC Report to the General Assembly on the Performance and Condition of WMATA. The report will contain current, publicly available data on the performance and financial condition of WMATA. Due to the timing of certain sets of data, the report will be presented to the Commission in October for approval to meet the November 1st legislative deadline. An addendum will be sent in December or January with up-to-date information to provide the General Assembly with the most current information. NVTC will consider working with legislators to change the due date of the report. The report will also include a narrative about how the WMATA Capital Fund will function, recognizing that little funding will have been expended at the time of report publication.

Staff introduced Simon Mosbah, a consultant with WSP, who is working on the report. Mr. Snyder asked about the on-time reliability metric and whether it includes planned service disruptions as well as whether ridership data will be regionwide or Virginia specific. Staff answered that ridership will be for the WMATA system and that they would consider additional caveats and explanations that illustrate the on-time performance indicators.

Chairman Smedberg described the special role of the Commission in proposing strategies for WMATA to reduce costs and improve efficiencies. Mr. Snyder expressed his support for including strategies to rebuild ridership. Mr. Smedberg outlined several principles that were restated from reform principles that NVTC adopted in September 2017. Mr. Snyder advocated for including more innovative technology solutions and having WMATA engage in new business models. Ms. Hudgins expressed interest in including incentives to improve the efficiency of the workforce. Mr. Dorsey made mention of WMATA engaging in broader mobility trends.

Kate Mattice and Andrew D'huyvetter provided an overview of the draft CTB Policy and Guidelines on the Implementation of Governance and Funding Reforms for WMATA. They reviewed the background of the CTB's role in this process as well as NVTC's proposed changes to the policy and guidelines. Ms. Mattice outlined new language representing the most recent engagement between NVTC and DRPT on draft resolution language regarding exceptions for any capital project. The committee discussed the proposed language and agreed that this language was preferable to previous iterations. The committee also endorsed revisiting the CTB Policy and Guidelines on the Implementation of Governance and Funding Reforms for WMATA in at least two years, if possible.

Matt Letourneau arrived at 8:01 P.M.

Mr. Letourneau asked about NVTC's role regarding the CTB resolution, and Ms. Mattice answered that DRPT has asked NVTC for a letter or resolution of support.

Christian Dorsey provided background on WMATA's recent parking pilots. The WMATA Board has extended a number of parking pilot programs to December 2018. In September, WMATA will conduct a compact public hearing on these pilots, and the WMATA Board is expected to vote on them in October/November. While some of the pilot programs have generated jurisdictional concerns, it should be noted some of the revenue from the parking pilots is assumed in the FY2019 operating budget. Mr. D'huyvetter noted that the timing is challenging for the Commission to weigh in during the public comment period in late September, but that Chairman Smedberg anticipates the Commission authorizing a letter with comments at the September Commission meeting that would be further reviewed after WMATA's analysis and compact public hearing materials are made public. He noted that the concepts generated from this discussion would form the comments in a letter that staff would draft for Commission approval.

Mr. Dorsey outlined several parking pilots where the jurisdictions are supportive. These include the extended weekday hours and lowering parking fees at select stations. Mr. Dorsey and Mr. Smedberg noted that it was unclear if the lower parking fees were bringing in new riders, and Mr. D'huyvetter noted that WMATA reported that this pilot lost revenue. While it is not a parking pilot, Mr. Dorsey noted that the jurisdictions seemed fine with non-rider fee application at certain stations, especially with the recent WMATA Board exemption of VRE riders from the non-rider fee at the Franconia-Springfield Station. Mr. Dorsey noted that Fairfax County, where most of the parking facilities are located, has expressed strong concerns with the Saturday parking pilot. Ms. Hudgins amplified that concern, adding that she was concerned about weekend ridership, where

parking supply is abundant. She expressed concern that weekend fees would deter weekend ridership and fare revenues. Mr. Snyder noted that he was concerned with weekend fees in light of disruptions in weekend rail service.

Mr. Letourneau noted that the WMATA Board policy on parking fees could impact the fees and financing assumptions for future Silver Line Phase II stations in Loudoun. He asked his county staff to follow up on their assumptions regarding Saturday rates at Phase II stations in Loudoun County. He urged the committee to consider coordinating parking policies between Fairfax County, Loudoun County, and the WMATA Board to avoid unintended consequences, such as customers using stations for airport parking.

Mr. Dorsey brought up the concept of regular parking fees at WMATA being extended to transit users, preferable those Metrobus and local transit users using SmarTrip. The committee agreed to this in concept, clarifying that the VRE exemption at Franconia-Springfield would remain in place. Mr. Dorsey asked staff if there were any other parking matters that they needed to bring before the committee for guidance. Mr. D'huyvetter noted that WMATA has referenced both Saturday parking and Saturday special event parking, like the March for Our Lives, in their recent WMATA Board materials. The committee did not have any concerns with charging parking fees on Saturdays for special events.

Chairman Smedberg brought up the new NVTC staffing structure for Virginia WMATA Board members. He conveyed that, in consultation with staff and legal counsel, NVTC would manage a Tuesday Virginia-only Board call and that the Wednesday WMATA call would remain in place. Chairman Smedberg expressed his strong desire to have a forum for Virginia to discuss its interests and positions. He also noted that he had discussed the committee with Mr. Corcoran, the Governor's Appointee to the WMATA Board, and he explained the idea of a forum for Virginia jurisdictions and that he would keep Mr. Corcoran in the loop.

Mr. Smedberg proposed a standing Interim WMATA Committee meeting on the third Wednesday of each month at 8:30 A.M. at the NVTC offices. The committee was supportive and there were no objections.

The meeting adjourned at 8:38 P.M.

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For Discussion at the
September 19 NVTC Interim
WMATA Committee Meeting

September XX, 2018

Chairman
Hon. Paul C. Smedberg

Vice Chairman
Hon. Matthew F. Letourneau

Secretary/Treasurer
Hon. Katie Cristol

City of Alexandria
Hon. Timothy B. Lovain
Hon. Paul C. Smedberg

Arlington County
Hon. Katie Cristol
Hon. Christian Dorsey
Hon. Libby Garvey

Fairfax County
Hon. Sharon Bulova
Hon. John C. Cook
Hon. John W. Foust
Hon. Catherine M. Hudgins
Hon. Jeffrey C. McKay

City of Fairfax
vacant

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Matthew F. Letourneau
Hon. Ron A. Meyer

Commonwealth of Virginia
Mr. Jim Corcoran

Virginia General Assembly

Senate
Sen. Adam Ebbin
Sen. Jennifer Wexton

House of Delegates
Del. David LaRock
Hon. James M. LeMunyon
Mr. Raul "Danny" Vargas

Executive Director
Katherine A. Mattice

Mr. Paul Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001

Re: Comments on Parking Programs

Dear Mr. Wiedefeld:

I submit this letter to you as part of WMATA's public comment period on parking programs. The Northern Virginia Transportation Commission appreciates WMATA's efforts to optimize revenue sources in order to keep operating subsidy increases within the 3 percent cap as required by recently-passed transit funding legislation. At meetings of our newly created Interim WMATA Committee and our Commission, we have reviewed publicly available material provided by WMATA on the Parking Programs and wish to convey our comments.

Support for Some Parking Programs

NVTC supports WMATA's general efforts to generate revenue through paid parking, including additional weekday hours of revenue collection. While the Commission has concerns about charging for weekend parking, we support the application of weekend parking fees for special events.

NVTC also supports the concept of lowering weekday parking fees at stations with low ridership and parking utilization. However, the Commission recognizes that this may draw existing transit riders rather than attract new riders and we acknowledge the need for additional analysis to illustrate the potential revenue and ridership tradeoffs.

Areas of Concern

While NVTC recognizes that there are ongoing revenue and budgetary implications, we have ~~strong~~ concerns about charging fees for parking on weekends. The Commission supports additional research and analysis's ~~concerns center around on~~ the potential negative impact of parking fees on weekend rail ridership, especially in light of existing weekend rail service and the possible loss of fare revenue from those who divert from Metrorail due to weekend parking fees.

As you continue to develop a proposal for the WMATA Board regarding regular weekend parking fees and associated rates, NVTC strongly urges you to conduct additional analysis in these areas.

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www.novatransit.org • Twitter @novatransit • www.facebook.com/novatransit

Through additional consultation with our jurisdictions, NVTC has identified the potential for disparate parking policies along existing and planned Silver Line Metrorail stations with parking facilities. From the Wiehle-Reston East Station to points west, the Loudoun County and Fairfax County boards of supervisors have the authority to set parking policies at existing and planned stations in their jurisdictions. To avoid any unintended consequences, NVTC encourages WMATA to coordinate parking policy decisions with Loudoun and Fairfax counties. ~~to ensure they are aligned along the Silver Line as Phase 2 becomes operational.~~

Non-Rider Fee

While not part of the compact public hearing docket, NVTC has additional comments regarding the non-rider fee that were generated while discussing the parking programs. The Commission recognizes the non-rider fee is a tool to generate additional parking revenue while prioritizing transit riders as users of the facilities. At present, Metrorail riders pay the regular parking fee, while other transit riders, with the exception of recently exempted VRE and MARC riders, pay the higher non-rider fee.

It is our understanding that WMATA ~~is considering has agreed to exempt~~ Metrobus riders from the non-rider fee so that those riders would pay the regular fee should they park at a WMATA parking facility and ride Metrobus. Given the diversity of transit service providers in Northern Virginia ~~and that WMATA parking facilities are generally under capacity,~~ NVTC supports this direction and asks you to ~~consider or study the concept of extending~~ this exemption to relevant local transit providers that utilize SmarTrip. NVTC is willing to engage with you and local transit providers to further explore this concept.

~~Lastly,~~ NVTC would like to express our gratitude for finding a solution where VRE riders can pay the regular parking fee and park at the Franconia-Springfield station. Over the last 30 years, transit options in Northern Virginia have grown in diversity and complexity, and the Commission appreciates the resolution of the unintended consequences borne by VRE riders that resulted from the extension of the non-rider fee at this station.

Lastly, noting our concerns with implementation of the non-rider fee and in accordance with NVTC's regional goal of improving the access and mobility throughout Northern Virginia by connecting the regional and local transit systems, we ask that you coordinate with us before ~~Should you consider~~ extending the non-rider fee to additional stations in Northern Virginia, ~~we invite you to coordinate with us~~ to avoid any additional unintended consequences.

Thank you for the opportunity to comment. We look forward to a WMATA Board decision on parking programs in the fall so that WMATA can provide riders and funding partners with stability and certainty regarding parking policies and their relevant impacts.

Best regards,

Paul C. Smedberg
Chairman



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket B18-04: Proposal to Eliminate the Use of Cash on Limited-Stop Metrobus Routes

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

Hearing No. 620
Monday, September 17, 2018
Metro Headquarters Building
600 5th Street, NW
Washington, DC 20001

Open House at 6:30 pm – Public Hearing at 7:00 pm

**Please note that this date is subject to the facility's cancellation policy.
In the event of a cancellation, Metro will post information about the new hearing on
www.wmata.com**

The locations for all Metro public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at (202) 962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call (202) 962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/bus

In accordance with Section 76 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on the hearing will be provided in Metrorail stations, on Metrobus vehicles, at area libraries, and online at wmata.com/bus.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

There will be no advance registration to speak. Those wishing to provide oral testimony will sign up to speak at the hearing, will be called to testify in the order they sign up, and can sign up to speak at any time prior to the close of the hearing. Elected public officials will be allowed to provide their testimony as soon as feasible after their registration. If you will not be able to stay to provide your testimony orally when your name is called, staff will help you to submit your comments into the public record including the use of a digital recorder to record your oral comments.

Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING – Testimony about this proposal may be submitted online via a survey at wmata.com/bus. The survey will open by 9 a.m. on Saturday, September 1, 2018 and will close on Monday, September 24, 2018 at 9 a.m. The survey will also provide the opportunity to submit freeform comments. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 9 a.m. on Monday, September 24, 2018 to be included in the public record.

The comments received by the Office of the Board Secretary, along with the survey results and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

For those who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro's Office of the Board Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro's Headquarters at 600 Fifth Street, NW, Washington, DC 20001. Please call 202-962-2511 in advance to schedule an appointment.

BACKGROUND & PROPOSAL – Up to 25% of the travel time on Metrobus routes is spent stopped at bus stops while customers board, alight, or pay fares. Research has shown that cash fare payments take significantly longer than SmarTrip® taps, and customers loading value onto their SmarTrip® cards take even longer. In order to reduce the time that buses spend waiting at stops and get passengers to their destinations faster, Metro is considering making some limited-stop routes cash-free. Only SmarTrip® cards would be accepted on these routes; customers would not be able to pay their fare in cash or add value to their card on board the vehicle.

Routes that are proposed for inclusion in the cash-free program are MetroExtra, Metroway, and any other equivalent limited-stop routes that may be added in the future. These limited-stop

routes already provide faster service and offer some features of bus rapid transit, and making the boarding process faster would further enhance service on these routes. In addition, limited-stop routes generally have local service on the same corridor, which would continue to accept cash.

The routes proposed for cash-free service are:

- 16Y Columbia Pike-Farragut Square
- 37 Wisconsin Avenue Limited
- 39 Pennsylvania Avenue Limited
- 59 14th Street Limited
- 79 Georgia Avenue Limited
- A9 Martin Luther King Jr. Avenue Limited
- G9 Rhode Island Avenue Limited
- J4 College Park - Bethesda Limited
- K9 New Hampshire Ave. - Maryland
- Limited S9 16th Street Limited
- X9 Benning Road-H St Limited
- REX Richmond Highway Express
- Metroway Potomac Yard Line

Route 79 is currently cash-free as part of a six-month pilot project that began on June 24, 2018 and runs through December 2018. Public comments will help Metro determine whether to make Route 79 *MetroExtra* cash-free on a permanent basis, and identify issues to evaluate when considering other routes for inclusion in the cash-free program.

Metro understands that some customers rely on cash for paying fares or find it convenient to add value on board the bus and is interested in hearing from these customers about what alternative options are most convenient. Options for purchasing and adding value to SmarTrip® cards include:

- Fare vending machines at all Metrorail stations
- Retail locations such as Giant, CVS, Walmart. For a complete list see www.wmata.com/fares/stores.cfm
- The Metro Sales Office at Metro Center station
- Commuter stores located throughout the region. For a complete list see www.wmata.com/fares/stores.cfm
- SmarTrip® cards may be ordered and value may be added online at www.wmata.com.
- Customers will continue to be able to use cash or add value to their SmarTrip® cards on board all Metrobus routes that are not part of this proposal.

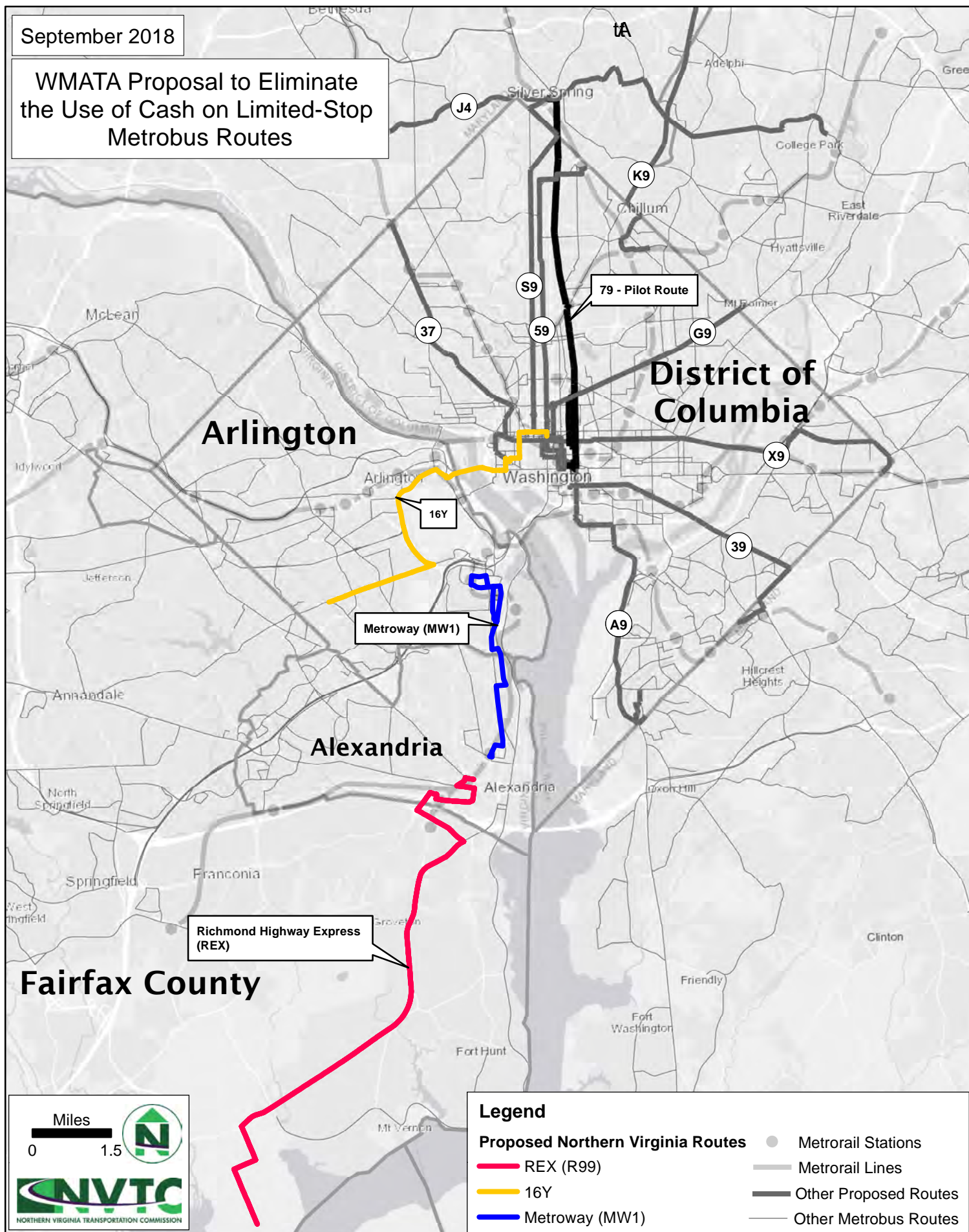
Customers are also invited to offer comments on which alternatives would be most important if their limited-stop route were to stop accepting cash. Metro will use this feedback to determine if, and in which order, to designate individual routes as cash-free. For example, Metro could weigh the availability of retail locations along the corridor in determining whether to make a route cash-free.

In addition, Metro is interested in hearing from customers about any fare purchasing options that are not currently available that would make cash-free service more convenient. For example, Metro has announced that a mobile app is in development and will eventually enable customers to pay fare using their smartphones.

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September 2018

WMATA Proposal to Eliminate the Use of Cash on Limited-Stop Metrobus Routes



Preliminary Draft 2018 Report on the Performance and Condition of WMATA

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

INTERIM WMATA COMMITTEE MEETING

SEPTEMBER 19, 2018

Introduction

- NVTC is responsible for reporting on the performance and condition of WMATA annually by November 1 (2018 Omnibus Transit Funding Bill)
- Report Elements:
 - Safety and Reliability of Metrorail and Metrobus
 - Financial Performance of Metrorail and Metrobus
 - Potential Strategies to Reduce Cost Growth and Improve Efficiency
 - Use of Funds from the WMATA Capital Fund
 - Ridership of Metrorail and Metrobus
- First report due November 1, 2018

Information Sources

Data Sources and Years Presented in this Report

Legislative Item No.	Report Category	Year for which Data is Publicly Available	Data Source
1	Safety	Calendar Year 2017	NTD
	Reliability	Fiscal Year 2017	MPR
2,3	Financial Performance	Fiscal Year 2016	NTD
4	Cost Reduction Strategies	Policy Decision (not relying on specific data sources)	
5	Use of Funds	Not relevant until capital funds accrue to WMATA for a full fiscal year	
6	Ridership	Fiscal Year 2017	NTD

*NTD: National Transit Database

*MPR: Metro Performance Report

1.1 Safety

- Metrorail Safety (CY2017)

NTD Category	Safety Event	Frequency
Events	Collision	2
	Derailment	5
	Security Event	45
	Fire	101
Fatalities	Fatality	2
Injuries	Injury	323

- Metrobus Safety (CY2017)

NTD Category	Safety Event	Frequency
Events	Collision	165
	Derailment	N/A
	Security Event	38
	Fire	8
Fatalities	Fatality	0
Injuries	Injury	505

1.2 Reliability

On-Time Performance by Mode (FY2017)

Mode of Transit	On-Time Performance
Metrorail	78%
Metrobus	76%

Equipment Reliability by Mode (FY2017)

Mode of Transit	Reliability Metric Used	Miles
Metrorail	Mean Distance between Delays (MDBD)	73,027
Metrobus	Mean Distance between Failures (MDBF)	8,314

2. Financial Performance: Farebox Recovery

Metrorail Farebox Recovery (FY2016)

Financial Performance Metric	Calculation	Revenue to Expense Ratio
Farebox Recovery	$\frac{\text{Fare Revenue}}{\text{Operating Expenses}}$	57.3%

Metrobus Farebox Recovery (FY2016)

Financial Performance Metric	Calculation	Revenue to Expense Ratio
Farebox Recovery	$\frac{\text{Fare Revenue}}{\text{Operating Expenses}}$	23.9%

3. Financial Performance: Service per Rider

Metrorail Service per Rider (FY2016)

Financial Performance Metric	Calculation	Performance	Units
Metrorail Service per Rider	$\frac{\text{Vehicle Revenue Hours}}{\text{Trips}} * 10,000$	127.2	Hours per 10,000 Trips

Metrobus Service per Rider (FY2016)

Financial Performance Metric	Calculation	Performance	Units
Metrobus Service per Rider	$\frac{\text{Vehicle Revenue Hours}}{\text{Trips}} * 10,000$	303.7	Hours per 10,000 Trips

3. Financial Performance: Cost per Service Hour

Cost per Metrorail Service Hour (FY2016)

Financial Performance Metric	Calculation	Performance	Units
Cost per Metrorail Service Hour	$\frac{\text{Operating Expenses}}{\text{Vehicle Revenue Hours}}$	\$316.18	\$Expenses per Hour

Cost per Metrobus Service Hour (FY2016)

Financial Performance Metric	Calculation	Performance	Units
Cost per Metrobus Service Hour	$\frac{\text{Operating Expenses}}{\text{Vehicle Revenue Hours}}$	\$152.30	\$Expenses per Hour

4. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency

Crosscutting Strategies

- 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 WMATA workforce and in procurement actions and operational processes.

1: Rebuild Rail and Bus Ridership

Short-term	Long-term
<ul style="list-style-type: none">• Implement 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*

*: Efforts underway by WMATA

4. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency (cont.)

2: Enhance Efficiency of Metrobus Operations

Short-term	Long-term
<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* (Washington Area Bus Transformation Project)	<ul style="list-style-type: none">• Develop a fare system that can enable the region to implement an interoperable off-vehicle fare collection system on high capacity bus routes• Where appropriate, implement recommendations from the Washington Area Bus Transformation Project study

*: Efforts underway by WMATA

4. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency (cont.)

3: Control Labor Cost Escalation

Short-term	Long-term
<ul style="list-style-type: none">• Provide greater authority to the WMATA General Manager and Board of Directors to make operational decisions that improve the system's cost effectiveness, without jeopardizing safety. This should include tools such as competitive contracting of targeted functions.	<ul style="list-style-type: none">• Include the 3 percent cap on annual operating subsidies as a mandatory factor in establishing labor costs through collective bargaining of subsequent arbitration.• Amend the federal Wolf Act to require arbitrators in WMATA contract mediations to consider these fiscal restrictions in all cases.

4. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency (cont.)

4: Optimize Revenue Collection

Short-term	Long-term
<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

5: Increase Non-fare Revenues

Short-term	Long-term
<ul style="list-style-type: none">Leverage value for WMATA-owned assets by maximizing advertising revenues and optimizing parking revenues*	<ul style="list-style-type: none">Pursue joint development opportunities on underutilized assets*Pursue a real estate strategy that generates operating efficiencies

*: Efforts underway by WMATA

4. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency (cont.)

6: Enhance Efficiency of the Workforce

Short-term	Long-term
<ul style="list-style-type: none">• 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*	<ul style="list-style-type: none">• Continue to enhance workforce productivity through human resource policies• Incentivize the workforce to deliver innovative solutions

*: Efforts underway by WMATA

5. Use of Dedicated Capital Funds

- Virginia's legislation became effective on July 1, 2018
- The Commonwealth authorized the use of \$121.3 million to be disbursed to WMATA in FY2019
- As funds will not be disbursed until FY2019, no expenditures were incurred during this reporting period
- WMATA will provide NVTC with the information necessary for the report in future years

6. Metrorail & Metrobus Ridership

Unlinked Passenger Trips (FY2017)

Mode of Transit	Total Trips
Metrorail	227,053,037
Metrobus	123,124,352

Passenger Miles Traveled (FY2017)

Mode of Transit	Total Miles
Metrorail	1,326,262,650
Metrobus	369,020,804

Next Steps

- Jurisdictional staff were asked to provide comments by September 20
- Approval for the report will be requested at the October NVTC meeting
- The report will be submitted annually to the General Assembly and the Governor by November 1
- An addendum with updated information is recommended by December
 - Safety & Reliability; Ridership – FY2017 → FY2018
 - Financial Performance – FY2016 → FY2017

Thank you!
