



**NVTC WMATA COMMITTEE MEETING
THURSDAY, JUNE 27, 2019
NVTC Conference Room – Suite #230
2300 Wilson Blvd. – Arlington, VA 22201**

5:00 P.M.

AGENDA

1. April 17, 2019 NVTC WMATA Committee Meeting Summary
2. 2019 Update to the Annual Report on the Performance and Condition of WMATA
 - a. Work Session on Strategies to reduce cost and improve efficiencies
 - b. Letter to WMATA articulating Reporting Requirements of the Virginia dedicated funding
3. Update from DRPT Director
4. WMATA Committee and Board of Directors Items
5. Other Items of Jurisdictional Importance

Members

Cathy Hudgins (Chairman)
Matt Letourneau
Paul Smedberg
David Meyer
David Snyder
Christian Dorsey
Canek Aguirre



**NVTC WMATA COMMITTEE
MEETING SUMMARY
NVTC Conference Room, Suite #230
2300 Wilson Blvd. Arlington, Virginia
April 17, 2019**

NVTC WMATA Committee Members Present:

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

Others Present:

Andrew D'huyvetter
Allan Fye
Zach Smith
Dinah Girma
Joey de St. Aubin
Deb Wake

Tim Roseboom
Bob Brown
Todd Horsley
Brent Riddle
Greg Potts
Chris Ziemann

Chairman Hudgins started the meeting at 8:37 A.M.

Mr. Dorsey and Mr. Letourneau arrived at 8:38 A.M.

The committee accepted the minutes of the previous meeting.

Mr. D'huyvetter provided an overview of the documents that NVTC needs to provide to the Comptroller of Virginia in order to access the funding from the Commonwealth Mass Transit Fund to support WMATA. NVTC staff will ask for authorization at the May Commission meeting for the Executive Director to send a letter the Comptroller certifying receipt of the documents. Staff will send the letter when they receive the adopted capital budget document from WMATA staff.

The Chairman discussed the Committee's role in providing staff with guidance and direction on the update of the Annual Report on the Performance and Condition of WMATA. Mr. D'huyvetter provided an overview of staff's proposed updates for the data, reporting, and policy components of the report.

Mr. Dorsey inquired about staff's engagement with WMATA on receiving data for key sections of the report. Mr. D'huyvetter responded that staff is having active conversations with WMATA about reporting requirements for the uses of the Virginia dedicated capital. Mr. Smedberg mentioned the importance of considering WMATA's and DRPT's priorities in the report, and Mr. D'huyvetter added that the DRPT director has been invited to the June work session.



Mr. Smedberg asked about the timeframe for the updated report. Mr. D'huyvetter responded that staff would need final direction by the June Committee meeting to begin writing the report for the General Assembly's November deadline.

The Committee discussed proposed strategies for WMATA to implement within 1-2 years and 3 – 5 years, reacted to staff's initial proposals, and discussed several new areas for staff to provide additional background information.

Mr. Letourneau asked what direction the Committee should take regarding bus, noting staff's comments that the bus transformation study is ongoing. Mr. D'huyvetter noted that staff will update the Committee on results of the bus transformation study once it is complete, and that they anticipate having the Bus Transformation Study team brief the Commission on their findings at the June Commission meeting.

Mr. Dorsey asked why there was no mention of MetroAccess, as this is a cost driver for WMATA. Staff responded that the legislation calls for a report on the performance of WMATA, specifically for MetroRail and MetroBus. The legislative language for the strategies chapter broadly refers to WMATA, so the addition of strategies to reduce the growth in costs and improve efficiencies specific to paratransit would be a decision for the Committee.

Mr. Snyder asked if staff considered implementing technology to improve trips on WMATA. Mr. Fye responded that this was included in the 2018 report, and that staff have considered this and that some of the technologies proposed would be beyond Metro's control.

Mr. Letourneau inquired if the report update would include references to WMATA's pension and OPEB liability, as these are significant cost drivers. Staff responded that it was addressed in the 2018 report and that they will make updates based on recent WMATA Board material.

Mr. Smedberg asked if, with a recent announcement by Amazon to pay the transit fare for employees, there was a role for the WMATA to engage large companies to pay for parking for their employees. The Chair responded that WMATA's Momentum plan included this as an initiative.

Mr. Snyder discussed exploring partnerships with private companies to supplement WMATA service during off-peak hours. Mr. Snyder also mentioned improving the customer experience for commuters as well as tourists.

Mr. Aguirre asked if staff had explored discount fare passes. Mr. D'huyvetter responded that it was discussed at a staff level and referenced in the Committee's letter to Mayor Bowser on fare evasion decriminalization, but that it was not put forward for consideration to the Committee. Mr. D'huyvetter explained how such a pass would work in concept, and the Committee requested additional background information from staff at the June Committee meeting.

Mr. Letourneau mentioned exploring different fare pass structures to increase ridership as well as fare policies for children.

The Chairman outlined a process for the Committee to engage the Commission. The Committee discussed providing a brief overview of the report at the May Commission meeting. There will be further



discussion on briefing the full commission as well as communicating priorities on the FY 2021 WMATA budget at the June meeting.

Mr. Dorsey and Mr. Smedberg provided updates on WMATA board activities.

The Committee adjourned at 10:04 A.M.

DRAFT



ADDITIONAL RESOURCES

**For the 2019 Update to the Annual Report on the Performance
and Condition of WMATA Work Session**

**NVTC WMATA Committee Meeting
June 27, 2019**

Peer and Regional Review of Fare Pass Products for children

Peer Agency*	City	Child Fare Policy
BART	San Francisco Bay Area	Children 4 and under ride free; Children 5 through 18 are eligible for discounts.
MBTA	Boston	Children 11 and under who are accompanied by a paying adult ride the MBTA for free; Up to 2 children per adult are allowed.
MARTA	Atlanta	Children 46 inches and under can ride MARTA for free; Limit two children per paying adult.
MTA	New York City	Child Fare, with a discount of 50 percent of full fare.
L Train	Chicago	Children under 7 (infants up through six-year-olds) ride free when riding with a fare-paying adult.
LA Metro	Los Angeles	Two children under age 5 may travel free with each fare-paying adult on bus or rail.
SEPTA	Philadelphia	Up to two children, age 4 or under, traveling with a fare-paying adult.
TransLink	Vancouver	<ul style="list-style-type: none"> • Travel on the TransLink network is free for children aged 4 years and under • Children aged 5 to 14 years (inclusive) are eligible for a concession fare • Children aged between 5 and 14 years travel free on the weekend when they touch on and off with an orange child go card
King County	Seattle	Up to 4 children (ages 5 and under) ride free with a fare-paying passenger.
PATCO	Philadelphia/ New Jersey	Children age 4 and under ride free when accompanied by a fare-paying adult.

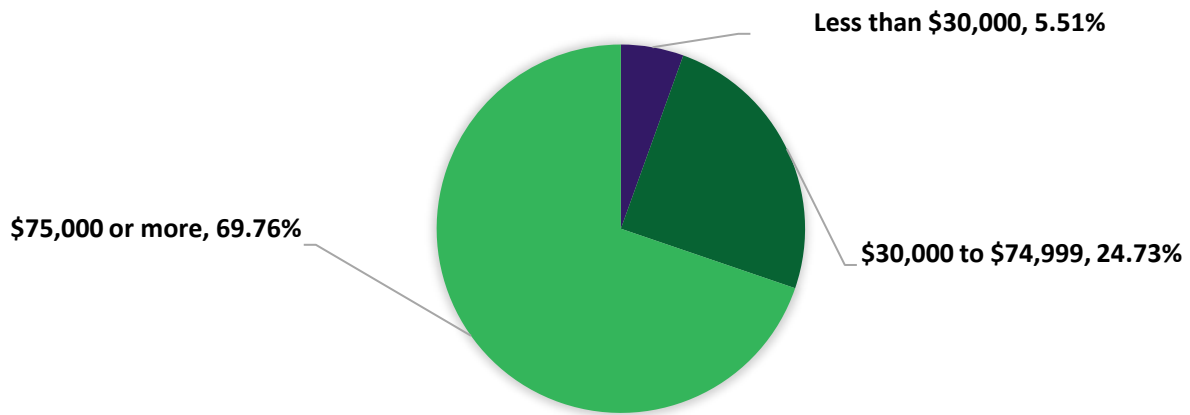
Regional Agency†	City	Child Fare Policy
WMATA	Washington, DC	Up to two children, age 4 years and younger, ride free with each adult paying full fare; Children age 5 and older pay adult fares.
ART	Arlington, VA	Free ride for all children age 5 and under.
Fairfax Connector	Fairfax County, VA	Up to 2 children, ages 4 and under (traveling with an adult paying full fare) travel FREE.
DASH	Alexandria, VA	Children 4 or under ride with an adult for free (only 2 children per paying customer).
LC Transit	Loudoun County, VA	None listed
CUE	City of Fairfax, VA	Children (Age 3 Years or Younger) FREE and must be accompanied by an adult; Primary and Secondary Students (Elementary through High School) 85¢ and must present a valid School ID or CUE Bus Student ID.

* Data Source: Peer Agency website

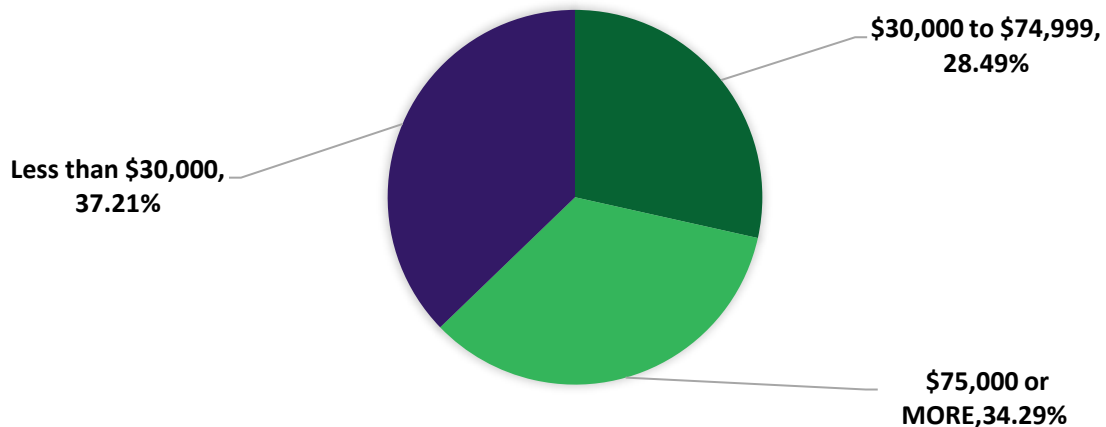
† Data Source: Regional Agency website

NORTHERN VIRGINIA METROBUS RIDER TRANSIT BENEFIT RECIPIENTS

% OF BUS TRANSIT RIDERS WHO RECEIVED ANY TRANSIT BENEFITS



TOTAL % OF VIRGINIA METROBUS TRANSIT RIDERS

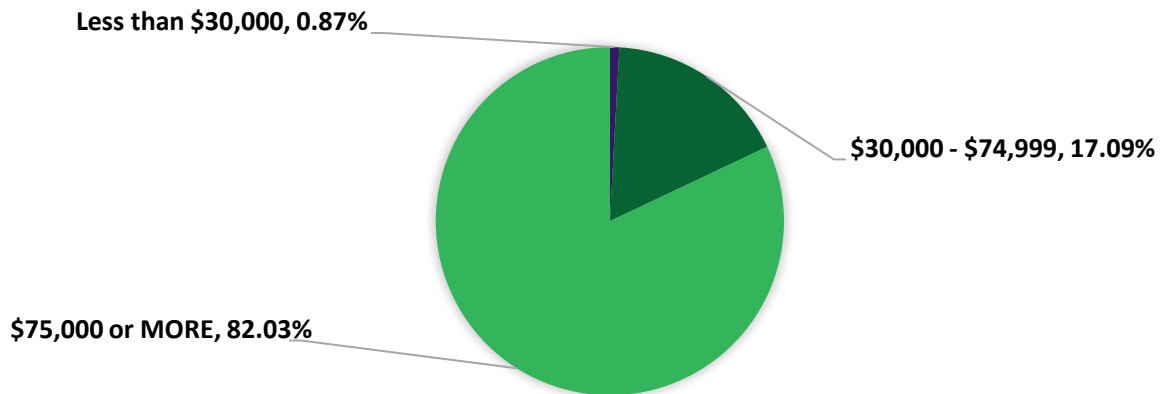


Source: 2014 WMATA Bus Survey

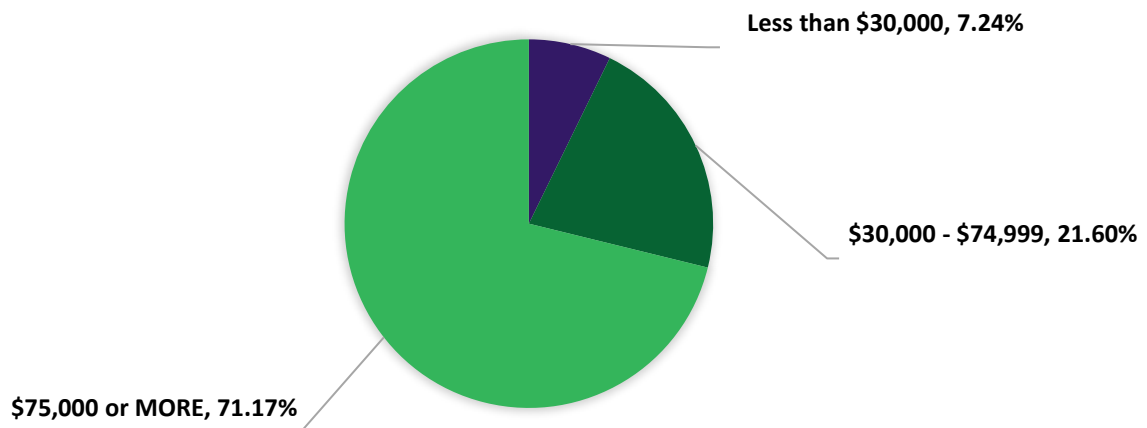
These pie charts show the results of the WMATA 2014 Metrobus and 2016 Metrorail Survey in which people were asked to provide answers to multiple survey questions, to assist WMATA in gathering data on bus and rail transit riders. For the purpose of analyzing the data regarding NVTC jurisdictional respondents, we extracted the survey respondents that live within the Northern Virginia Transportation Commission's jurisdictions, which includes: Arlington County, Fairfax County, Loudoun County, City of Alexandria, City of Falls Church, and the City of Fairfax, to analyze transit benefit recipients compared to household income (HHI). For this purpose, "transit benefit" includes: Employer full subsidy, Employer partial subsidy, Pretax payroll deduction, or both Employer partial subsidy and pretax payroll deduction. The **MetroBus** result shows 69.76% have an HHI of \$75,000 or more, 24.73% have an HHI \$30,000 - \$74,999 and 5.51% have an HHI of Less than \$30,000. The Total % of Virginia **MetroBus** Transit Riders compares transit riders by HHI within the NVTC jurisdictions

NORTHERN VIRGINIA METRORAIL TRANSIT BENEFIT RECIPIENTS

% OF RAIL TRANSIT RIDERS WHO RECEIVED ANY TRANSIT BENEFITS



TOTAL % OF VIRGINIA METRORAIL TRANSIT RIDERS



Source: 2016 WMATA Rail Survey

These pie charts show the results of the WMATA 2014 Metrobus and 2016 Metrorail Survey in which people were asked to provide answers to multiple survey questions, to assist WMATA in gathering data on bus and rail transit riders. For the purpose of analyzing the data regarding NVTC jurisdictional respondents, we extracted the survey respondents that live within the Northern Virginia Transportation Commission's jurisdictions, which includes: Arlington County, Fairfax County, Loudoun County, City of Alexandria, City of Falls Church, and the City of Fairfax, to analyze transit benefit recipients compared to household income (HHI). For this purpose, "transit benefit" includes: Employer full subsidy, Employer partial subsidy, Pretax payroll deduction, or both Employer partial subsidy and pretax payroll deduction. The **MetroRail** result shows 82.03% have an HHI of \$75,000 or more, 17.09% have an HHI of \$30,000 - \$74,999 and .87% have an HHI of less than \$30,000. The Total % of Virginia **MetroRail** Transit Riders compares transit riders by HHI within the NVTC jurisdictions.

Fare programs and policies for low-income riders

Agency	Implemented	Eligibility	Discount	Administration	Funding
ORCA LIFT (King County Metro and partner transit agencies)	March 2015	Below 200% of the Federal Poverty Line.	Roughly half-price discounts on the peak fare (discounts differ depending on zones) for travel by bus, light rail, commuter rail, streetcar and water taxi.	King County Metro partners with local public health departments and nonprofits for outreach and income verification. Once eligibility has been verified, individuals receive a reduced fare card.	Funding provided by King County Metro and partner transit agencies. Administrative costs borne by public agencies and nonprofits who administer the program.
Low Income Lifeline Pass and Free Muni (San Francisco, CA)	Lifeline Pass: 2005 Free Muni: March 2015	Lifeline: Below 200% of the Federal Poverty Line. Free Muni: Below area Median Income for youth, seniors, and people with disabilities.	Lifeline: Half-price monthly pass for Muni bus and streetcar. Free Muni: Free for Muni bus and streetcar.	Eligibility verification and administration through San Francisco's Human Services Agency, which issues ID cards and stickers.	Funded by the city of San Francisco. Administrative costs are borne by SF Human Services Agency and SFMTA. Google donated initial \$3 million to the Free Muni program for low-income youth in 2015.

Fare programs and policies for low-income riders

Youth Pass (MBTA – Boston, MA)	February 2017	<p>For Youth 12 – 18 not eligible for Student Charlie Cards.</p> <p>For participants 19 – 25 and enrolled in State/Federal Benefit program, Alternative Education Program or a Job Training Program.</p>	<p>Two options: Discounted one-way rail fare of \$1.10 and one-way local bus fare \$0.85.</p> <p>Or buy a monthly pass for \$30 for subway and local bus.</p>	<p>Applications are distributed and reviewed by participating cities/towns or their non-profit partners. Students pay the cities/towns or their non-profit partners for the pass.</p> <p>Eligibility must be renewed by Nov. 1 each year.</p>	<p>Funding for the program is provided by MBTA.</p> <p>Partner cities/towns fund administrative costs for the program.</p>
LIFE LINE (Los Angeles County Metro)	January 2018	Eligibility based on income and household size in Los Angeles County.	Choice among 30-day pass for \$76; 7-day pass for \$19 (4 weeks/month); or 20 free regional rides (per month)	<p>LA Metro partners with local non-profits and human services organizations to help administer the program.</p> <p>Individuals contact their administrator for verification and eligibility. Discounts are applied to regular TAP cards or received on reduced-fare TAP cards.</p>	LA Metro allocates a portion of its budget annually to fund the program and administrative costs for non-profits.

Fare programs and policies for low-income riders

Fair Fare (MTA New York)	January 2019	Individuals must be New York City residents and participate in NYC Cash Assistance and/or SNAP Benefits, currently employed and meet certain income requirements.	New York City residents receive a 50% discount on subway and eligible bus fares. Pay-per-Ride, weekly unlimited, and monthly unlimited options are all available.	The city administers the program through ACCESS NYC to determine eligibility and to receive the discounted MetroCards.	The city of New York allocates funding for the program.
Honored Citizen (TriMet - Portland, OR)	July 2018	Individuals earning up to 200% of the federal poverty level.	Adults who qualify can pay half the cost of a single ride or day pass, or to purchase a monthly pass at a 72 percent discount on both bus and rail.	Individuals apply for the card at a TriMet ticket office and receive their discounted card. The card is good for two years, after which they will need to reapply.	Funding provided by TriMet through increased funding from the state.
BART (San Francisco, CA)	Launching Pilot program in Fall 2019.				
CTA (Chicago, IL)	No Program				
MARTA (Atlanta, GA)	No Program				

Parking Utilization Analysis

Station	Paid Utilization (% of Capacity)					FYTD April 2019 Underutilized spaces ¹
	Lot Capacity FY 2019	FYTD 2016	FYTD 2017	FYTD 2018	FYTD April 2019	
Huntington ²	2,732	73%	65%	70%	72%	765
West Falls Church	2,009	54%	49%	59%	54%	924
Dunn Loring ³	1,964	77%	62%	74%	44%	1,100
Vienna ⁴	4,719	79%	65%	80%	72%	1,321
Franconia	5,069	68%	54%	62%	55%	2,281
Van Dorn	361	108%	97%	103%	100%	0
East Falls Church	422	116%	114%	114%	115%	0
Wiehle-Reston East	2,300	87%	84%	92%	93%	0
Northern Virginia Total	19,576					6,391

Source: WMATA

¹ Underutilized parking spaces through the end April 2019.

² Huntington garage capacity was recently updated to reflect the closure of the south parking garage. The capacity changed from 3,175 spaces to 2,732 spaces. Transactions at Huntington have remained largely stable year over year, but the downward change in capacity caused an increase in the utilization rate.

³ Dunn Loring garage capacity was updated in July 2018 after WMATA conducted a capacity verification: the capacity statistics changed from 1,326 in July 2017 to 1,964 in July 2018. Transactions at Dunn Loring have remained stable year over year, but the upward change in capacity caused a drop in the utilization rate.

⁴ Beginning on November 12, 2018, Metro began a rehabilitation project at the Park & Ride North Garage at Vienna Metrorail Station that is estimated to last 1½ years. Up to 450 daily parking spaces will be unavailable for use each day while the project is underway.

ADA Complementary Paratransit Service in Northern Virginia

PROGRAM	ELIGIBILITY	AREAS SERVED	SERVICES	PAYMENT
ARLINGTON COUNTY				
STAR	Residents of Arlington County with disabilities and are unable to use ART or Metrorail/bus	Areas covered in STAR zone map (Includes Northern Virginia, DC, and Montgomery and Prince George's Counties)	STAR partners with transportation providers to deliver curb-to-curb, shared ride service.	Star fares are zone-based (at a max cost of \$9.50). All trips must end or begin in Arlington. Payment must be made in STAR coupons.
CITY OF ALEXANDRIA				
DOT Paratransit Program	Residents of the City of Alexandria with disabilities and unable to use DASH or Metrorail/bus (verified by the Office of Transit)	Cities of Alexandria, Fairfax and Falls Church; Arlington County and Fairfax County	DOT trips are a curb-to-curb service scheduled in advance.	The DOT passenger fare is \$3.00 per trip inside the City and up to 5 miles outside the City, and \$5.00 per trip for all trips 5 miles and over that are outside the City trips. The fare must be paid at the time the trip is taken.
CITY OF FAIRFAX				
City Wheels	City of Fairfax residents who are disabled and are unable to use CUE bus.	Service is provided within the City, to the Vienna/Fairfax-GMU Metrorail station, to George Mason University, and to Fair Oaks Hospital.	Subsidized curb-to-curb taxicab service for City of Fairfax residents with disabilities who are unable to use bus service.	Users purchase coupons from the City for a set fee, and the coupons can be used as full payment for the taxi fare. Trip cost is \$3.20/way.

LOUDOUN COUNTY

Loudoun County Paratransit	Individuals with disabilities who are unable to access a local fixed route. Individuals must apply through the county's contractor, ADA Ride.	The service picks up and drops off within three-fourths of a mile of any Loudoun County local fixed route.	The paratransit service is a curb-to-curb, shared ride service. All paratransit rides must be scheduled ahead of time. Passengers usually ride with others who are traveling in the same general direction, and drivers often stop to pick up or drop off other passengers on route.	Payment of fares must be in exact change or paid using a Loudoun County Transit Pass. If paying in cash, customers are not allowed to pre-pay the fare for their return trip.
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FOR JURISDICTIONS SERVED BY METROACCESS

MetroAccess	Individuals with disabilities who are unable to use Metrobus/rail.	Trips that begin or end in the District of Columbia, Montgomery and Prince George's County, MD, Arlington and Fairfax Counties, and the cities of Alexandria, Fairfax and Falls Church.	Service contractors operate a shared-ride van service and manage the operations control center and quality assurance functions. Trips must be request with 24-hour notice.	Payment must be in exact change or prepaid through EZ-Pay or credit/debit.
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New WMATA Initiatives

Abilities-Ride Pilot (MD)	Individuals who are eligible for MetroAccess.	For the pilot, trips must begin or end in Maryland.	Customers schedule trips with either service provider directly.	<p>Customers pay the first \$5 of the trip fare, Metro pays the next \$15, and customers pay any remaining fare above \$20. The customer is quoted the full fare prior to accepting or confirming the trip. Customers are limited to four Abilities-Ride subsidized trips per day.</p> <p>WMATA released an RFP to expand the pilot to VA and DC.</p>
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Status of 2018 policy recommendations

2018 Strategy	Timeframe	Update to strategy
4.1 Rebuild Rail and Bus Ridership		
Implement new fare-pass products to promote more frequent rail and bus ridership and increase customer satisfaction	Short Term	Adjustments to SelectPass in FY 2020 include more options for rail, bus and visitor passes. ⁱ
Pursue partnerships with the business community to provide easier access to transit for employees and visitors	Short Term	UPass program expanded to 12 schools and revenue is estimated at \$2.8 million for 2018 – 2019 school year. ⁱⁱ
Pursue capital investments that increase the reliability of the system	Long Term	FY2020-2025 capital improvement program will include fully funding system safety and compliance, continued focus on state of good repair, and developing capital investment pipeline. ⁱⁱⁱ
4.2 Enhance Efficiency of Metrobus and Metrorail Operations		
Engage with jurisdictions to implement and explore pilot programs and other efforts to increase the reliability and speed of Metrobus operations	Short Term	Transit Signal Priority Program Expansion included in the FY2020-2025 CIP program. ^{iv}
Prioritize state of good repair investments that enhance Metrorail efficiency and reliability	Short Term	WMATA's TAM Plan includes an implementation approach to bring assets to a state of good repair. ^v
Conduct a comprehensive analysis of WMATA's bus network (Washington Area Bus Transformation Project)	Short Term	Draft bus transformation study released in May 2019. ^{vi}
Develop a fare system that can enable the region to implement an interoperable off-vehicle fare collection system on high capacity bus routes	Long Term	WMATA conducted a cash-free pilot on a Metrobus route and is exploring other ways to make bus faster. ^{vii}
Where appropriate, implement recommendations from the Washington Area Bus Transformation Project Study	Long Term	Currently there are ongoing discussions with jurisdictions on their perspectives of the Bus Transformation Project Study.
4.3 Control Cost Escalation for Labor and Contracted Services		
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	Short Term	WMATA released RFP for Silver line extension operator. ^{viii} WMATA awarded contract for maintenance and operation of buses at the Cinder Bed Road facility saving WMATA \$15 million over five years. ^{ix}

Status of 2018 policy recommendations

Include the 3 percent cap on annual operating subsidies as a mandatory factor in establishing labor costs through collective bargaining of subsequent arbitration	Long Term	No update.
Amend the federal Wolf Act to require arbitrators in WMATA contract mediations to consider these fiscal restrictions in all cases	Long Term	No update.
Identify and evaluate options to address unfunded OPEB liabilities	Long Term	WMATA has implemented changes to retiree prescription drug coverage, healthcare benefits for new hires and to retirement contributions. ^x
4.4 Optimize Revenue Collection		
Implement efforts on bus and rail to decrease fare evasion	Short Term	Ongoing efforts to install new fare swing gates at Metrorail stations.
Develop the next generation of fare collection technology	Long Term	In FY2020, Metro will begin developing technical requirements for the fare gates, launch a new mobile fare application, and continue power and communications infrastructure upgrades in preparation to overhaul the fare gate system. ^{xi}
4.5 Increase Non-Fare Revenues		
Leverage value for assets WMATA owns by maximizing advertising revenues and optimizing parking revenues	Short Term	WMATA completed parking pilots in Dec. 2018 and plans to implement new parking rates. ^{xii} WMATA expects a 6% increase in revenue from advertising from FY2019 to FY2020. ^{xiii}
Explore non-traditional revenue streams to optimize value of Metrorail facilities	Short Term	WMATA is pursuing selling surplus properties near Metro stations for additional revenue for capital and operating expenses. ^{xiv} WMATA has presented proposals on Metro parking programs to optimize revenue. ^{xv}
Pursue joint development opportunities on underutilized assets	Long Term	WMATA issued joint development solicitations for Deanwood ^{xvi} , College Park ^{xvii} , Huntington Metro Stations ^{xviii} , West Falls Church and Capitol Heights. ^{xix} Operating revenue from Joint Development projects expected to increase by 13% from FY2019 to FY2020. ^{xx}
Pursue a real estate strategy that generates operating efficiencies	Long Term	WMATA is consolidating its office space in VA and MD saving an estimated \$130 million over the next 20 years. ^{xxi} WMATA is also leasing its old HQ. ^{xxii}

Status of 2018 policy recommendations

4.6 Enhance Efficiency of the Workforce and Contractors		
Adequately fund WMATA's Office of the Inspector General	Short Term	Ongoing. ^{xxiii}
Improve productivity through strengthened management of employee absenteeism and overtime	Short Term	As part of the FY 2020 business plan, the Chief Operating Officer will monitor 'Employee Absence Days' to measure progress as well as managing overtime utilization through tracking and improved workforce and project planning. ^{xxiv}
Improve management of use of workers' compensation	Short Term	Ongoing.
Continue to enhance workforce productivity through human resource policies	Long Term	Ongoing.
Incentivize the workforce and contractors to deliver innovative solutions	Long Term	WMATA released an RFP for Silver line extension operator.

ⁱ <https://www.wmata.com/about/board/meetings/board-pdfs/upload/10B-FY2020-Budget-Adoption-FINALIZED.pdf>

ⁱⁱ 2018 – 2019 UPass Revenue sheet from WMATA.

ⁱⁱⁱ <https://www.wmata.com/about/board/meetings/board-pdfs/upload/4A-FY2020-Proposed-Budget.pdf>

^{iv} <http://www.novatransit.org/uploads/meetings/2018/Nov2018handouts.pdf>

^v https://www.wmata.com/about/records/public_docs/upload/TAM-PLAN-Final.pdf

^{vi} <https://bustransformationproject.com/draft-strategy-eng/>

^{vii} Memo on results of cash-free bus pilot

^{viii} https://www.progressiverailroading.com/passenger_rail/news/WMATA-extends-RFP-deadline-for-Silver-Line-extension-operator--56250

^{ix} <https://www.wmata.com/about/news/cinder-bed-contract.cfm>

Status of 2018 policy recommendations

- x <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Pension-and-OPEB-Overview.pdf>
- xi https://www.wmata.com/about/records/public_docs/upload/FY20-Proposed-Budget-FINAL-to-WEB-121318_b.pdf
- xii <https://www.wmata.com/about/board/meetings/board-pdfs/upload/11B-FIN-Parking-Programs-FINALIZED.pdf>
- xiii (19) https://www.wmata.com/about/records/public_docs/upload/FY20-Proposed-Budget-FINAL-to-WEB-121318_b.pdf
- xiv <https://www.wmata.com/about/news/Surplus-Property-Sale.cfm>
- xv <https://www.wmata.com/about/board/meetings/board-pdfs/upload/11B-FIN-Parking-Programs-FINALIZED.pdf>
- xvi <https://www.wmata.com/about/news/Deanwood-Joint-Development.cfm>
- xvii <https://www.wmata.com/about/news/012018-Metro-announces-agreement-for-joint-development-project-at-College-Park-Station.cfm>
- xviii <https://www.wmata.com/about/board/meetings/board-pdfs/upload/9C-FIN-Huntington-JD-Solicitation-FINALIZED.pdf>
- xix <https://www.wmata.com/about/calendar/events/Board-of-Directors-Meeting-January-24-2019.cfm>
- xx (19) https://www.wmata.com/about/records/public_docs/upload/FY20-Proposed-Budget-FINAL-to-WEB-121318_b.pdf
- xxi <https://www.wmata.com/about/news/Office-consolidation-New-Carrollton-and-Alexandria.cfm>
- xxii <https://www.wmata.com/about/news/Office-consolidation-New-Carrollton-and-Alexandria.cfm?HP>
- xxiii https://www.washingtonpost.com/local/trafficandcommuting/federal-subsidy-to-metro-would-increase-by-50-million-a-year-under-senate-bill/2019/04/24/da78c4ec-66c2-11e9-82ba-fcfeff232e8f_story.html?utm_term=.cf94a14f1643
- xxiv https://www.wmata.com/about/records/public_docs/upload/FY20-Proposed-Budget-FINAL-to-WEB-121318_b.pdf



Chairman
Hon. Matthew F. Letourneau

July 12, 2019

Vice Chairman
Hon. Katie Cristol

Secretary/Treasurer
Hon. Sharon Bulova

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Sen. Adam Ebbin

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

Executive Director
Katherine A. Mattice

Paul Wiedefeld
General Manager/CEO
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Re: Request for data on uses of Virginia's dedicated capital fund for Fiscal Year (FY) 2019

Dear Mr. Wiedefeld:

The Northern Virginia Transportation Commission (NVTC) requests that WMATA deliver to NVTC information on the uses of Virginia's WMATA Capital Fund no later than September 1, 2019 in order for NVTC to complete its Annual Report on the Performance and Condition of WMATA.

NVTC is responsible for producing an annual report to the Governor and General Assembly on the Performance and Condition of WMATA. Since Virginia's dedicated funding was utilized by WMATA in FY 2019, this year's iteration of the report must include information on the use of Virginia's dedicated funding to improve the safety and condition of the rapid heavy rail mass transportation system. In order to complete this chapter of the report, we request that you provide to us the best available information on the total actual expenditures of regional dedicated funding by CIP Program (such as Railcar Acquisition, Railcar Maintenance/Overhaul, Railcar Maintenance Facilities, Propulsion, etc.) for FY 2019.

Virginia's commitment to regional dedicated funding for WMATA provides the authority with a stable revenue source to help bring the system back to a state of good repair. The information you provide will help the Commission articulate the benefits of dedicated funding to the Governor and General Assembly and demonstrate the progress WMATA has made in keeping the system safe, reliable, and affordable.

Best regards,

Matthew F. Letourneau
Chairman

5. Use of Dedicated Capital Funds

Chapter 854, 2018 Virginia Acts of Assembly authorized the Washington Metropolitan Area Transit Authority Capital Fund (WMATA Capital Fund or “the Fund”) to fund Virginia’s portion of WMATA’s regional dedicated capital funding. The legislation allows WMATA to use the Fund for any capital purpose and requires that NVTC shall include in this report the uses of funds from the Fund from the prior year. The Commonwealth authorized the use of \$121.3 million in revenues to be disbursed to WMATA in FY2019 from the WMATA Capital Fund¹. The following table shows the expenditures of the Fund for FY19 by CIP Program. WMATA provides additional information on progress made during FY19 for the total capital program in a [financial report](#).

Table XX: FY19 Expenditures from the WMATA Capital Fund by CIP Program

CIP Category	CIP Program	FY2019 Actual Expenditures (millions) ²
Railcar Investments	Railcar Acquisition	XX
	Railcar Maintenance/Overhaul	XX
	Railcar Maintenance facilities	XX
	Total	XXX
Rail Systems Investments	Propulsion	XX
	Signals & Communication	XX
	Total	XXX
Track and Structures Rehabilitation Improvements	Fixed Rail	XX
	Structures	XX
	Total	XXX
Stations and Passenger Facilities Investments	Platforms & Structures	XX
	Vertical Transportation	XX
	Station Systems	XX
	Total	XXX
Bus and Paratransit Investments	Bus and Paratransit Acquisition	XX
	Bus Maintenance/Overhaul	XX
	Bus Maintenance Facilities	XX
	Bus Passenger Facilities/Investments	XX
	Total	XXX
Business Support Investments	IT	XX
	MTPD	XX
	Support Equipment/Services	XX
	Total	XXX
Total Capital Programs		\$121.3

¹The Department of Rail and Public Transportation sent a letter on June 7, 2018 informing WMATA of the Commonwealth of Virginia’s authorization of the use of funds from the “Washington Metropolitan Area Transit Authority Capital Fund.”

² At the time of publication, WMATA had not yet completed its Annual Budget Reconciliation process, so these expenditures do not represent final audited expenditures.

WMATA Committee Meeting

*Workshop #2 on the Annual Report on the
Performance and Condition of WMATA*

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

JUNE 27, 2019

Agenda

- Respond to Committee questions and direction from last Committee meeting
- Confirm policy direction for update to Strategy Chapter

Next Steps

- Staff will write the report over the summer and present a draft of the strategies chapter at the September Committee meeting

Responses to Committee Questions

- Fare Policy and Pass Products
 - Policy for children
 - Low Income Transit riders
- Parking Utilization
- Paratransit
- Bus Transformation Project and Role of Metrobus
- List of Updates to 2018 Report

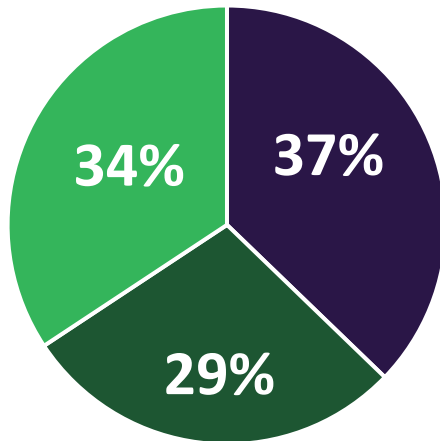
Fare Policy & Pass Products for Children



- Staff compared fare pass products for children at 15 transit agencies
- WMATA's policy – “Up to two children, four years and younger, ride free with each adult paying full fare. Children five and older pay adult fares.”
- WMATA's policy is in line with its peers transit systems

Northern VA Metrobus Riders & Transit Benefits

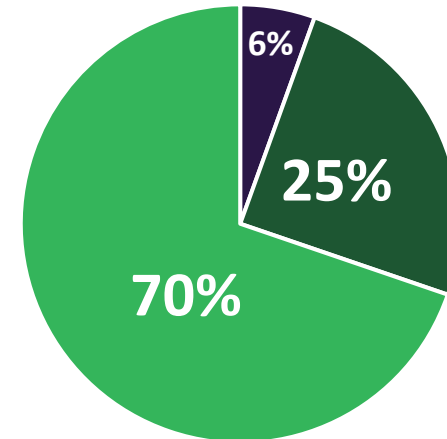
Percent of VA Metrobus riders
by Income Category



Income Category

■ Less than \$30K ■ \$30K - \$75K ■ \$75K or more

Percent of VA Metrobus riders who receive
Transit Benefits by Income Category



Income Category

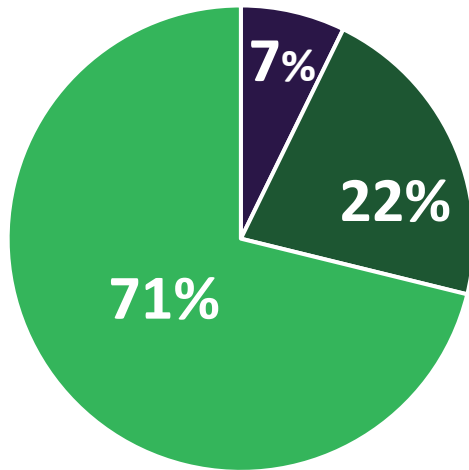
■ Less than \$30,000 ■ \$30K - \$75K ■ \$75K or more

About a third of Virginia Metrobus riders are low income, and only 6% of low income Metrobus riders receive transit benefits.

Source: 2014 WMATA Metrobus Survey

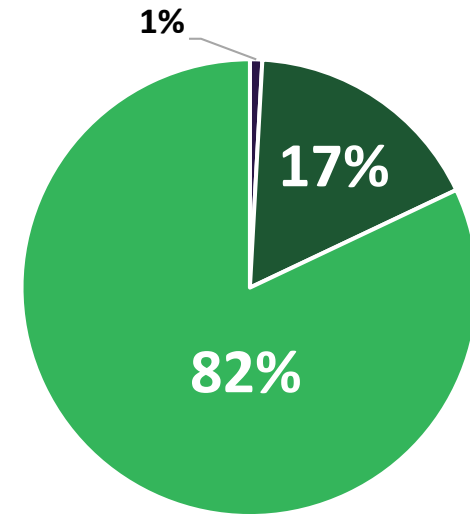
Northern VA Metrorail Riders & Transit Benefits

Percent of VA Metrorail riders by Income Category



Income Category
■ Less than \$30K ■ \$30K - \$75K ■ \$75K or more

Percent of VA Metrorail riders who receive Transit Benefits by Income Category



Income Category
■ Less than \$30,000 ■ \$30K - \$75K ■ \$75K or more

About 7% of Virginia Metrorail riders are low income, and only 1% of low income Metrorail riders receive transit benefits.

Source: 2016 WMATA Metrorail Survey

Fare programs and policies for low-income riders



- Most low-income fare programs are administrated by partnerships between transit agencies and non-profits
- Most programs launched to offset increases in fares
- No programs:
 - MARTA (Atlanta, GA)
 - CTA (Chicago, IL)
 - BART (Bay Area, CA—launching pilot in Fall 2019)

Fare Policy and Pass Products

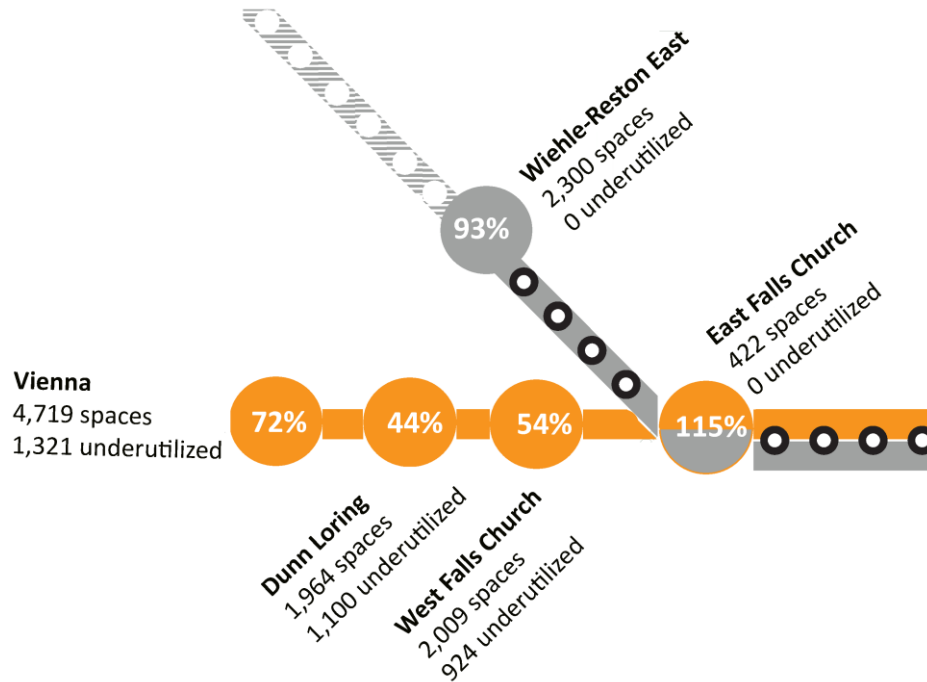
Confirm recommendations provided at April Committee Meeting

- Perform a comprehensive study of fare pass products and time implementation of these products with a new mobile app and fare payment infrastructure

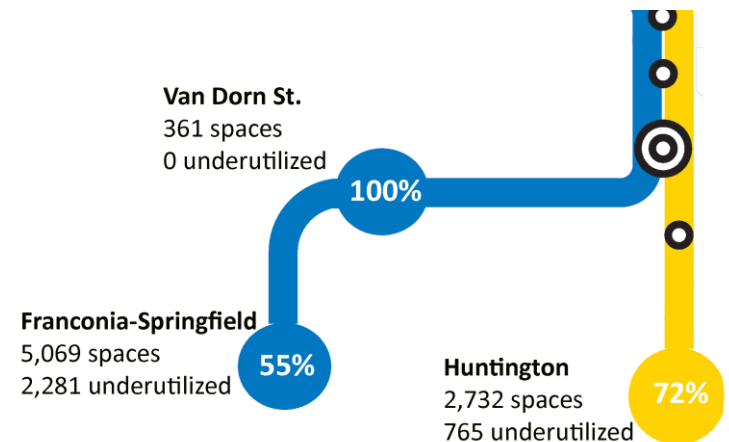
Seek Committee guidance and direction on April requests

- Fare policy for children
- Low Income Fare Pass

Parking Utilization Analysis



- Parking utilization for FYTD April 2019
- 19,576 total spaces in Northern Virginia
- 6,391 spaces are underutilized



Source: WMATA

Parking Policy

Confirm recommendations provided at April Committee Meeting

- Develop and Implement a discounted subscription based parking pass
- Evaluate systemwide opportunities to modify parking rates to encourage ridership and optimize overall revenues

ADA Complementary Paratransit Service in Virginia



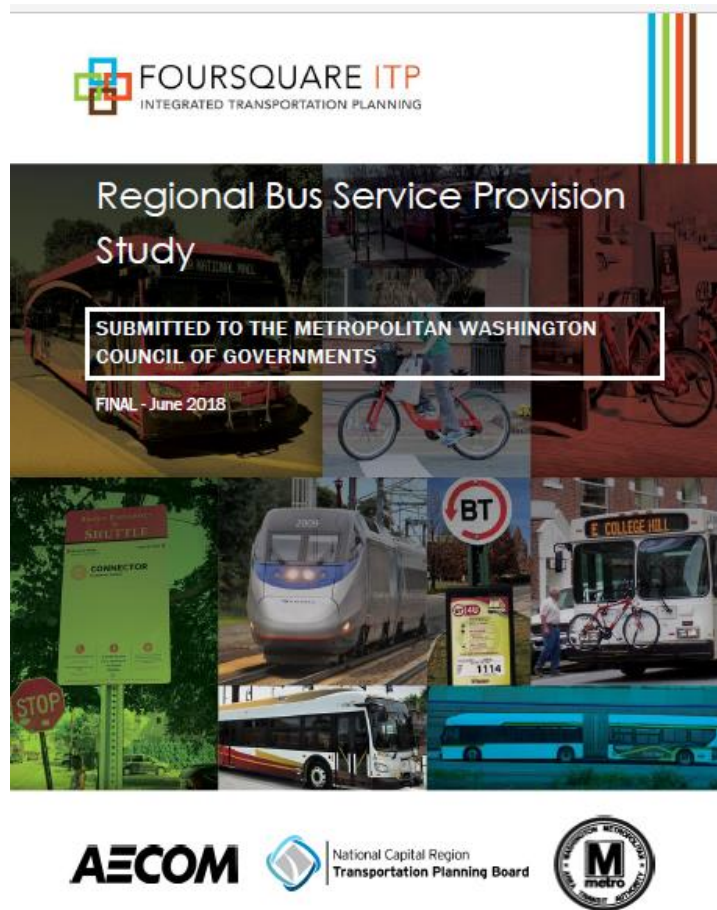
- Northern Virginia localities provide a wide array of diverse paratransit alternatives
- Administration, coverage and type of payment vary throughout the region
- WMATA is piloting a new paratransit service in the region

Paratransit

Provide guidance and direction for 2019 Annual Report

- The 2018 Annual Report on WMATA contains recommendations for strategies to reduce cost or improve efficiencies for Metrorail and Metrobus but none for MetroAccess.
- Does the Committee seek to include recommendations on MetroAccess in the 2019 Report update?

Cost of provision of bus service & BTP



- Staff referred to a 2018 MWCOG study which compared the cost of providing bus service among agencies
- The results were inconclusive as inconsistent data make comparisons invalid
- The Bus Transformation Project Team will produce a final strategy this summer, with a roadmap to be developed in the Fall

Cost of provision of bus service & BTP

Provide guidance and direction for 2019 Annual Report

- With a final BTP strategy being produced in the summer, how does the Committee want to direct staff to update the 2019 Annual Report after the BTP recommendations are released?
 - Staff recommends focusing on final BTP recommendations that are consistent with the feedback given at the June Commission meeting.
 - The report will focus on recommendations that are within WMATA's control.

Rebuilding Rail & Bus ridership

Confirm recommendations provided at April Committee Meeting

- Run all 8 car trains during peak service
- Improve weekend rail service and the weekend customer experience while continuing capital project execution and maintenance programs

Status of 2018 Policy Recommendations

- Rebuild Rail and Bus Ridership
- Enhance Efficiency of Metrobus and Metrorail Operations
- Control Cost Escalation for Labor and Contracted Services
- Optimize Revenue Collection
- Increase Non-Fare Revenues
- Enhance Efficiency of the Workforce and Contractors

Timeline & Next Steps

- **July/August:** Staff will write the strategies chapter
- **September Commission:** Staff will provide an update on the strategies chapter and outline of the report
- **September Committee:** Staff will provide a full draft to the Committee of strategies chapter
- **October Commission:** The Commission approves the transmittal of the report to the Governor and General Assembly
- **November 1:** Legislative Deadline

FY21 WMATA Budget Priorities

- Are there one or two recommendations from our discussion that the Committee wishes to articulate to the Virginia WMATA Board members as a priority for the upcoming WMATA FY21 Budget?

WMATA Capital Fund Agreement

NVTC WMATA Committee – June 27, 2019

Jennifer Mitchell, Director
Department of Rail and Public Transportation



General Information

- Agreement between DRPT and WMATA
- Executed May 1, 2019
 - Effective immediately
 - Automatically renews each July 1 unless either party gives 90 day notice of request to amend
 - Agreement may be terminated by either party if dispute resolution process fails
- Funding subject to annual appropriation and allocation
- Agreement does not constitute an indebtedness of the Commonwealth until funds are duly appropriated and allocated
- Agreement does not constitute an obligation for which the Commonwealth is obligated to levy or pledge any form of taxation in addition to the revenues identified in State Code
- Commonwealth does not guarantee the debt of WMATA or any obligation of WMATA by the Agreement

Commonwealth Contribution to WMATA

- Commonwealth makes monthly payments directly to WMATA by 25th day of the month
- Payments made from revenues accrued in WMATA Capital Fund
- Under no circumstances will the Commonwealth be obligated to pay more than what is contained in the WMATA Capital Fund
- Commonwealth's annual contribution to WMATA under the Agreement is 30.9% applied to no more than \$500 million of the annual WMATA CIP.
 - \$154.5 million per year
 - DRPT shall disburse 1/12 of the annual contribution amount each month
 - For FY 19 only, the Commonwealth contribution was \$121.3 million
 - DRPT has paid \$111.2 million through the 6/25/2019 payment date

WMATA Funds

- WMATA maintains two funds:
 - Restricted Fund – state funds made available for use by WMATA for capital purposes other than for the payment of, or security for, debt service on bonds or other indebtedness of WMATA
 - Non-Restricted Fund – state funds made 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
- Both funds shall be interest bearing and interest shall accrue on all deposits made by the Commonwealth into either fund
- WMATA shall report on roll forward balances in the Restricted and Non-Restricted Funds accounts in its Quarterly Financial Reports

Commonwealth Responsibilities

- By June 1 of each year, Commonwealth will provide written notice to WMATA that, for the upcoming fiscal year, funds either:
 - Have been appropriated
 - Are intended to be appropriated
 - Will not be appropriated
- If funds will not be appropriated for the upcoming fiscal year then the Commonwealth will notify WMATA in writing within five business days of the fiscal body's action
- If DRPT determines that funds collected in WMATA Capital Fund will not be sufficient to pay the full annual contribution then DRPT will notify WMATA of the new annual contribution amount for the year
 - Representatives of the Commonwealth, WMATA, Maryland and DC will meet to discuss and determine new CIP budget commitments for the year
- If the balance in the WMATA Capital Fund is insufficient to cover any monthly disbursement amount then DRPT will disburse entire balance of WMATA Capital Fund as of the end of the prior month

WMATA Responsibilities

- WMATA shall apply the Commonwealth's contribution under the Agreement to items identified in the approved CIP
 - WMATA shall comply with the definitions and restrictions of the Restricted and Non-Restricted Funds
- WMATA shall provide information to NVTC as required by Sections 33.2-3402 & 33.2-3403 of the Code of Virginia
- WMATA shall provide information to the CTB to meet its obligations under Section 33.2-3400 et seq. of the Code of Virginia and the CTB Policy approved on 9/18/18
- Within 45 days of the end of every quarter WMATA shall submit to the Commonwealth a report on WMATA financials of the preceding quarter in the same form as submitted to the WMATA Board of Directors

Financial Records and Audits

- WMATA agrees to maintain accounting records in accordance with generally accepted government accounting procedures and in accordance with federal records retention policy
 - WMATA agrees to allow inspection of financial records by DRPT with reasonable notice
- At its expense, the Commonwealth may perform an audit of WMATA's expenditures of funds and the sources of those funds provided by this Agreement
 - WMATA shall fully cooperate with any Commonwealth audit and shall make appropriate adjustments or payments to comply with audit results
 - Commonwealth retains right to audit even if regional audit is agreed to

WMATA Capital Fund Agreement

NVTC WMATA Committee – June 27, 2019

Jennifer Mitchell, Director
Department of Rail and Public Transportation

