



NVTC WMATA Committee Meeting

January 20, 2022

Meeting materials available at www.novatransit.org

Committee Meeting Agenda

- 1. Review October 21, 2021 Meeting Summary**
- 2. NVTC WMATA Committee Overview and 2022 Workplan**
- 3. Discussion and Comments on WMATA's Proposed FY 2023 Operating Budget & FY 2023-2028 CIP**

Agenda Item #2:

NVTC WMATA Committee Overview and Workplan

- **Overview of Scope and Responsibilities**
- **Proposed 2022 NVTC WMATA Committee Workplan and Schedule**

Overview of Scope and Responsibilities

Commission

Meets Monthly

- Discuss and inform Commissioners during the WMATA portion of the agenda
- Receive reports from the WMATA Committee and WMATA Board Members
- Take formal action on NVTC policy positions on WMATA

NVTC WMATA Committee

Meets 5-6 times a year

- Provides a forum for consensus-based recommendations to the Commission on WMATA policy positions
- Provides strategic guidance to staff on WMATA related policy matters and NVTC's responsibilities from legislation

Regional Staffing Structure

Meets Bi-weekly

- NVTC staff coordinate a regional staffing structure that includes DRPT and jurisdictional staff
- Prepares Virginia WMATA Board members for WMATA Board meetings
- Builds consensus on Virginia issues related to WMATA and facilitates multi-jurisdictional representation

Proposed 2022 NVTC WMATA Committee Schedule*

WMATA
Committee

JAN - APR	MAY - AUG	SEPT - DEC	Not Scheduled
<ul style="list-style-type: none"> WMATA Committee Introduction and Workplan Comments on WMATA FY 2023 Budget 	<ul style="list-style-type: none"> Work Session(s) on the Annual Report on the Performance and Condition of WMATA Comments on WMATA BOS study 	<ul style="list-style-type: none"> Review draft Annual Report on the Performance and Condition of WMATA Develop Comments on WMATA FY 2024 Budget 	<ul style="list-style-type: none"> Additional discussions related to WMATA FY 2024 Operating funding gap Update from WMATA's Bus Priority Program Update on Bus Network Redesign Discussion on Fare Policy and Structure

Commission
Actions

JAN - APR	MAY - AUG	SEPT - DEC	Not Scheduled
<ul style="list-style-type: none"> Receive Updates from the WMATA Committee Chair on Committee Discussion 	<ul style="list-style-type: none"> Receive Updates from the WMATA Committee Chair on Committee Discussion 	<ul style="list-style-type: none"> Authorize the Executive Director to send the Annual Report on WMATA 	<ul style="list-style-type: none"> Send Comments on Blue, Orange and Silver Line Study

*Work plan dates and content may change.

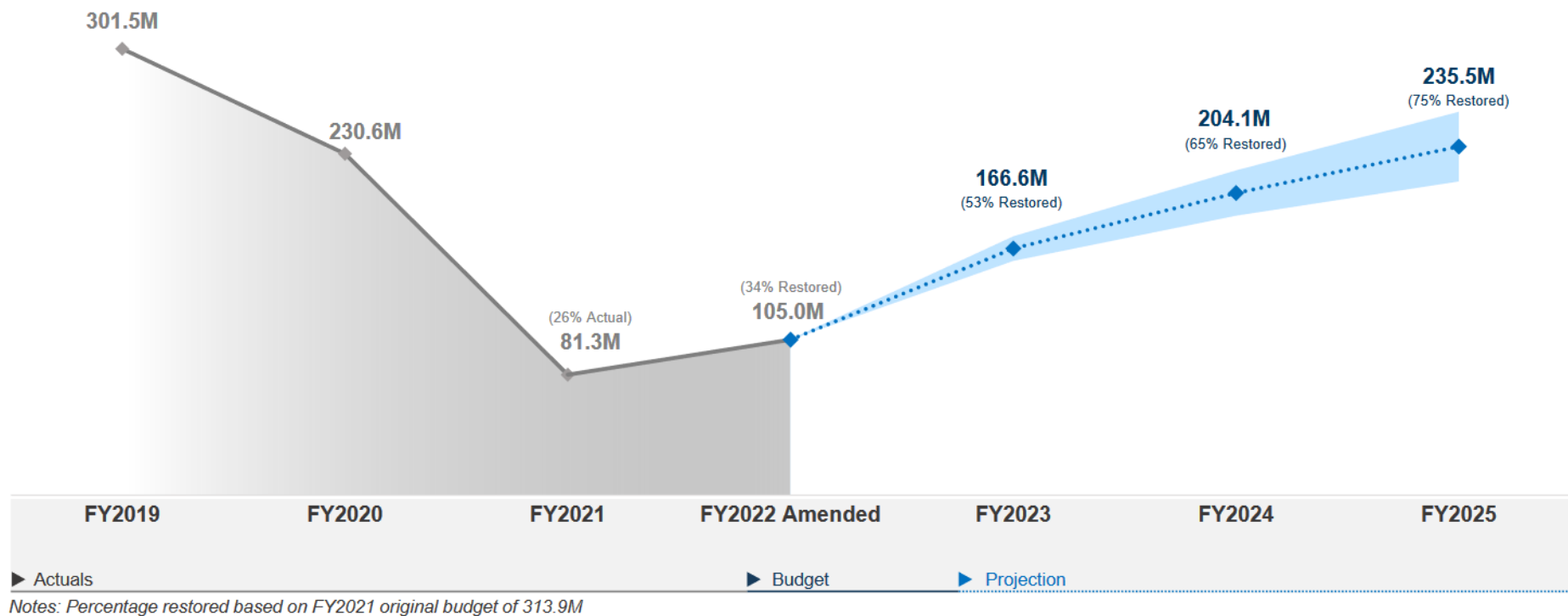
Agenda Item #3:

Discussion and Comments on WMATA's Proposed FY 2023 Operating Budget & FY 2023- 2028 CIP

- **Ridership, Revenue, and Federal Relief Overview**
- **Proposed FY 2023 WMATA Operating Budget – Service, Fares, and Other Considerations**
- **Proposed FY2023 Capital Budget and FY 2023-2028 CIP**
- **Staff proposed themes to include in a letter of comment**
- **Discussion & Next steps**

Background

- COVID-19 continues to impact WMATA operations. Ridership recovery is expected to be gradual, with a **weak outlook for future operating revenue**.



Federal Relief Funding

- Federal relief funding has enabled WMATA to balance the budget and sustain operations, but **it will be exhausted in FY 2024.**

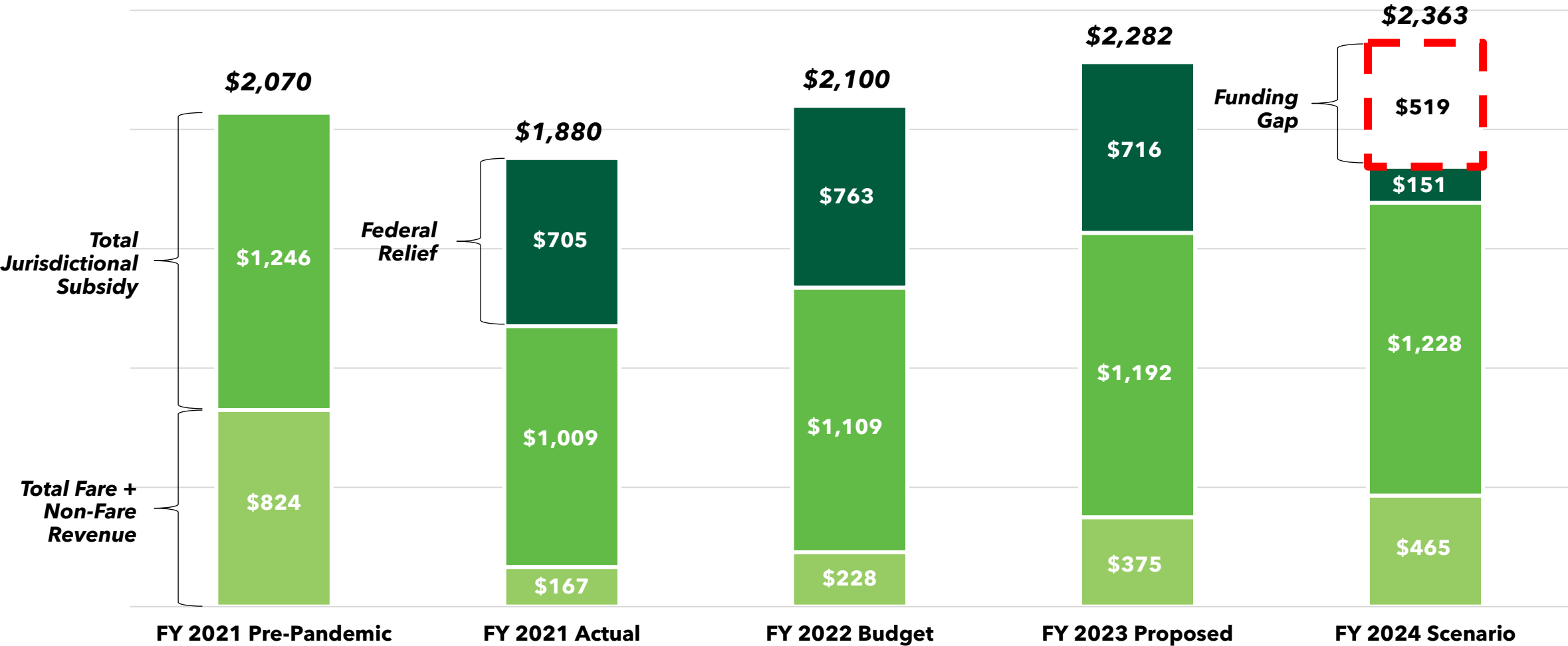
\$ in Millions	FUNDING	FY2020 Actual	FY2021 Actual	FY2022 Budget	FY2023 Proposed	FY2024 Plan	BALANCE
CARES	\$767.7	\$221.0	\$546.7	\$0.0	\$0.0	\$0.0	\$0.0
CRSSAA	\$625.1	\$0.0	\$53.9	\$571.2	\$0.0	\$0.0	\$0.0
ARPA	\$1,058.5	\$0.0	\$0.0	\$191.4	\$715.8	\$151.3	\$0.0
Total	\$2,451.2	\$221.0	\$600.5	\$762.6	\$715.8	\$151.3	\$0.0

Note: Reflects net amounts to WMATA and excludes jurisdictional credits in FY2021 and FY2022

- Preliminary projections for FY 2024 show a \$519.3 million funding gap.

Operating Deficit and Funding Gap

WMATA's Expenses for FY 2021-2024 (in millions)



Source: WMATA [December 9 Board of Directors Meeting](#)

Note: Numbers may not add due to rounding

Proposed FY 2023 Operating Budget


Service

- Maintains current budgeted service levels on bus and rail, making permanent the service changes approved as pilots in September 2021 (increased weekday and weekend frequency on all Metrorail lines, extended Metrorail operating hours, and Metrobus improvements including frequent network)



Line	AM/PM Rush	All Day	Late Night
RD	5 min	6 min	10 min
OR SV BL YL GR	10 min	12 min	15 min

METRORAIL



129 Lines	
12 Min. Frequency	20 Min. Frequency
20 lines	16 lines

METROBUS

**12 Min. frequency routes
in VA:** 16G/H, 28A

**20 Min. frequency routes
in VA:** 1A, 7A, 23B/T, 29K/N,
Metroway, REX

- Includes the full revenue service for the Silver Line Phase 2 and Potomac Yard station

Proposed FY 2023 Operating Budget

Fares

- Makes permanent the piloted fare changes which were implemented in September 2021 (\$2 weekend flat fare, \$2 bus/rail transfer discount, lowering the price of the 7-day regional bus pass to \$12).
- Proposes temporary and permanent fare changes to support recovery.

Proposed FY 2023 Fare Initiatives	Potential FY2023 Revenue Impact
Late Night Rail \$2 Flat Fare Reduces the price of Metrorail to a flat \$2 rate after 9:30 p.m.	(\$1.0)
Discount Monthly Passes Reduces the price range from \$72 to \$216 to \$64 to \$192 depending on distance selected.	(\$1.7)
Discount 7-Day Unlimited Pass (for a six-month promotional period) Discounts the price of the 7-day unlimited pass from \$58 to \$29.	(\$0.3)
Add Value Bonus (for a six-month promotional period) For every \$25 placed on a SmarTrip card, an additional \$5 would be added.	(\$7.9)

Proposed FY 2023 Operating Budget

Other

- Includes \$20 million in equity initiatives and/or Title VI mitigation efforts
- Includes 3% operating subsidy increase for each signatory (VA, MD, and DC) and an additional \$49 million in legislative exclusions (Silver Line Phase 2, Potomac Yard Station, safety mandates from WMSC, Juneteenth holiday)
- There are significant risks and uncertainty for ridership and revenue posed by additional COVID-19 variants, regional return to office policies, and In-person vs. remote work trends
- New services and facilities, CPI/Inflation, and contractually obligated wage increases are significant cost drivers.

Proposed FY 2023 Capital Budget and FY 2023-2028 CIP

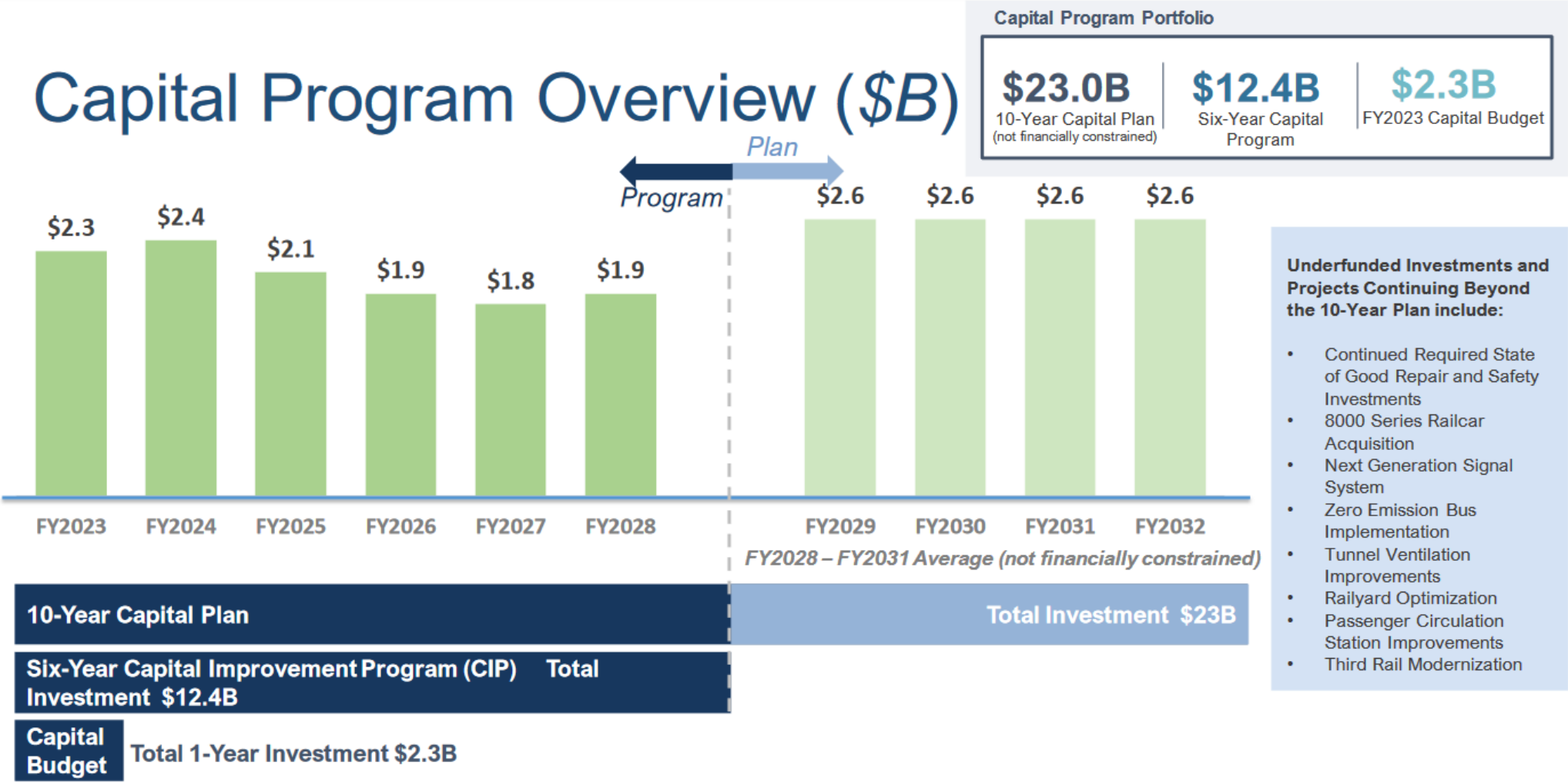
Overview

- \$2.3 billion capital budget and \$12 billion CIP improve system safety, state of good repair, and reliability by rehabilitating, replacing, and modernizing the system while integrating resilience and sustainability.
- Proposed budget and CIP were introduced before the Infrastructure Investment and Jobs Act was signed into law.

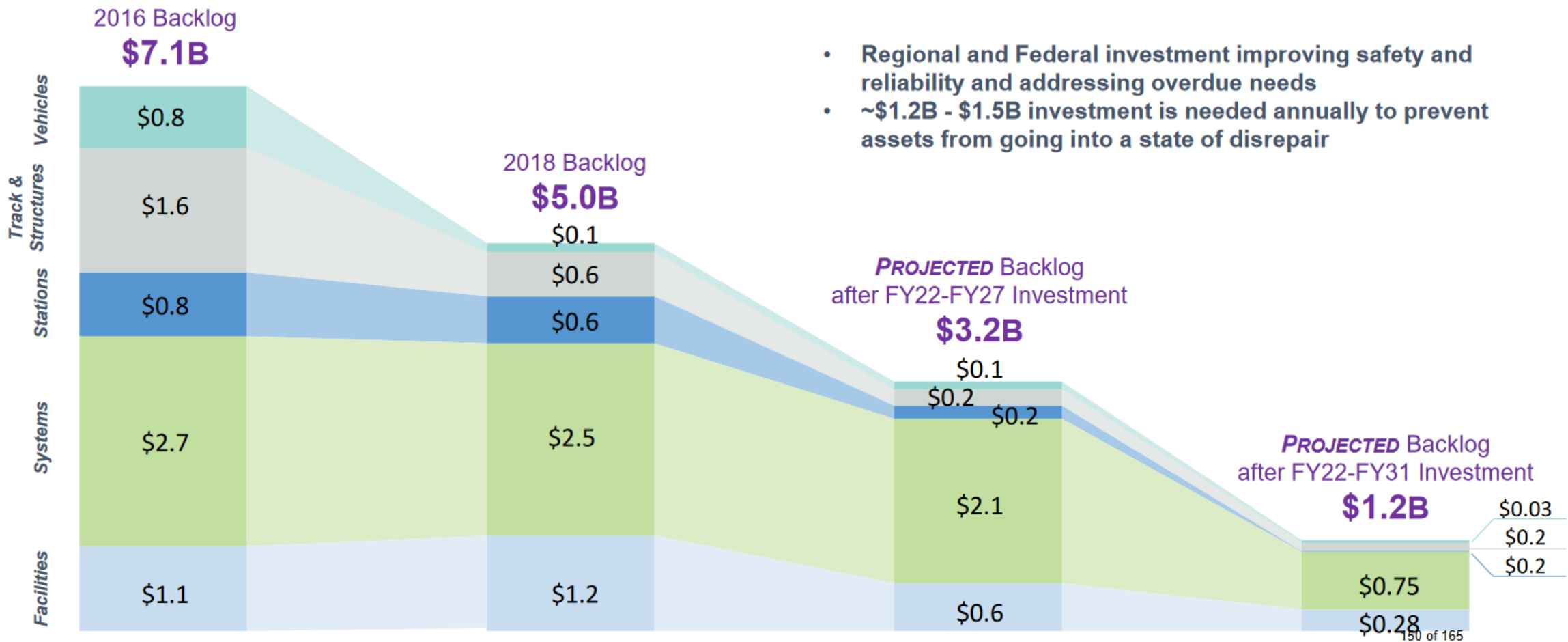
Highlighted projects in CIP

- 8000-series railcar acquisition
- Railcar heavy repair & overhaul facility
- Train control room rehabilitation
- Yellow Line Portal Tunnel Remediation
- Structural rehabilitation of bridges
- Faregate and fare vending replacement
- Office consolidation
- Bus garage rehabilitation

Proposed FY 2023 Capital Budget and FY 2023-2028 CIP



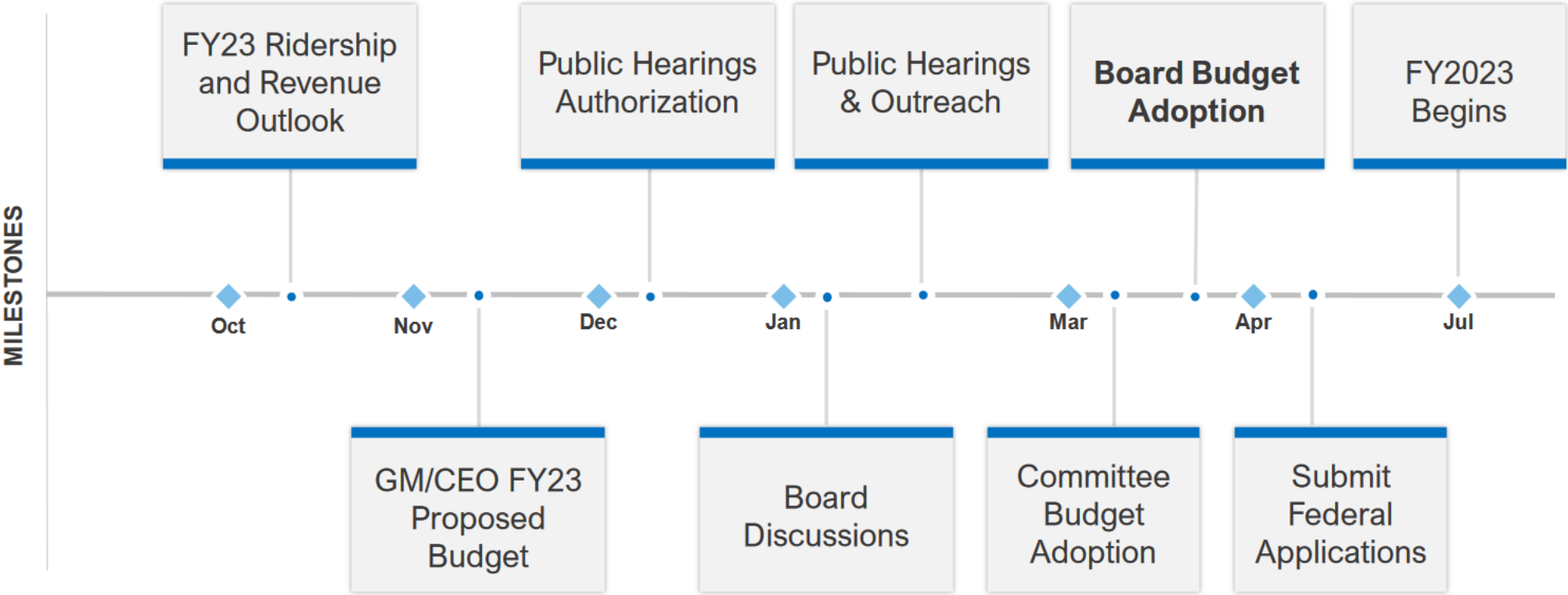
Investment reducing the state of good repair backlog



Progress assumes full implementation of the Six-year CIP and 10-Year Plan. Excludes expansion and major enhancements.

WMATA's budget process timeline

Key Dates and Milestones



Staff recommended themes to include in comments on the Proposed WMATA Budget and CIP

Areas of Support

- Maintain budgeted rail and bus service levels and permanently adopt all piloted fare and service initiatives
- Open and implement full revenue service for Silver Line Phase 2 and Potomac Yard Station
- Implement temporary and permanent fare changes that balance ridership and revenue, accommodate increased telework, and don't lose significant revenues.
- Select and fund equity initiatives and Title VI mitigation that provide system-wide benefits
- Continue the acceleration of the capital program and CIP to advance goals of safety, reliability, and state of good repair

Additional Comments

- Urge the safe and timely return of the 7000-series railcars to service, improve safety culture, and rebuild customer confidence
- Look forward to additional analysis from WMATA on the impacts of the Infrastructure Investment and Jobs Act on the CIP, dedicated funding longevity, and other agency objectives like Zero Emission Bus.
- Low-income fare discounts should be jurisdictionally sponsored and funded
- Concern over exhaustion of federal aid and projected FY 2024 operating gap

Next steps

- **January:** NVTC staff will work with Chair Alcorn to incorporate Committee comments and feedback into a letter
- **Mid-January - Mid-February:** *(tentative)*: Public Comment Period and public hearings on the WMATA GM/CEO's Proposed Budget
- **February:** Share draft letter with the Commission
- **February:** NVTC staff will submit the NVTC WMATA Committee's comments during the public comment period
- **March:** WMATA Board adoption of the FY2023 Budget and FY2023-2028 Capital Program

Thank You.



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