NVTC WMATA Committee Meeting

June 16, 2022

Meeting materials available at www.novatransit.org
Committee Meeting Agenda

1. Review April 21, 2022 Meeting Summary
2. 2022 Update of the Annual Report on the Performance and Condition of WMATA
3. NVTC Program Updates
4. Other Items
Agenda Item #2:
2022 Update of the Annual Report on the Performance and Condition of WMATA
# Structure of the Report – Proposed for 2022

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Title</th>
<th>Data Source or Content</th>
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<tr>
<td></td>
<td>Introduction</td>
<td>Information on COVID-19 related impacts &amp; recovery</td>
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<tr>
<td>1</td>
<td>Strategies to Reduce the Growth in Costs and Improve Operational Efficiency</td>
<td>Policy Recommendations by the Commission</td>
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<td>2</td>
<td>Major Accomplishments on previous Strategies</td>
<td>NVTC Staff</td>
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<tr>
<td>3</td>
<td>Use of Dedicated Capital Funds</td>
<td>WMATA</td>
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<td>4</td>
<td>Safety &amp; Reliability</td>
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<tr>
<td>5</td>
<td>Metrorail Financial Performance</td>
<td>National Transit Database (NTD) and Metro Performance Reports</td>
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<tr>
<td>6</td>
<td>Metrobus Financial Performance</td>
<td></td>
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<tr>
<td>7</td>
<td>Metrorail &amp; Metrobus Ridership</td>
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Strategies to Reduce the Growth in Costs and Improve Efficiencies at WMATA

Historically, WMATA has had a structurally unsustainable rate of operating cost growth, where operating cost growth has exceeded the rate of revenue growth. The pandemic has accelerated this trend and federal aid has allowed WMATA to plug operating gaps in FY 2020 - 2023, with federal aid being exhausted in FY 2024.

<table>
<thead>
<tr>
<th>FY 2023 Operating Expenses</th>
<th>Primary Factors For Expense Growth</th>
<th>FY 2023 Operating Revenues</th>
<th>Primary Limitations to Revenue Growth</th>
</tr>
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<tbody>
<tr>
<td>MetroAccess</td>
<td>• Inflation and contractually obligated wage increases tied to CPI</td>
<td>Federal Aid</td>
<td>• Three percent cap limits operating subsidy increases</td>
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<tr>
<td>Metrobus</td>
<td>• New transit services (i.e. Silver Line Phase 2)</td>
<td>Jurisdictional Subsidies</td>
<td>• Gradual post pandemic recovery and new travel patterns move away from pre-pandemic revenue model</td>
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<tr>
<td>Metrorail</td>
<td>• Additional support costs and safety positions</td>
<td>Fare &amp; Non-Fare Revenues</td>
<td>• Exhaustion of one-time federal covid aid</td>
</tr>
</tbody>
</table>

Grand Total = $2,247m

Source: WMATA Approved FY 2023 Budget. Revenues do not include debt service or reimbursables, Primary Factors and Limitations from WMATA FY 2023 Operating Budget Work Session.
Strategies to Reduce the Growth in Costs and Improve Efficiencies at WMATA

Reducing expense growth and increasing revenues brings greater efficiencies to WMATA

Proposed Strategies for 2022

1. New Financial Operating Model

2. Labor Costs

3. Role of Metrobus and local transit operators

4. Fare Evasion

5. Rider Confidence

Source: WMATA Approved FY 2023 Budget. Revenues do not include debt service or reimbursables
Strategies to Reduce the Growth in Costs and Improve Efficiencies at WMATA

Proposed for 2022:

1. New financial operating model
2. Labor costs
3. Role of Metrobus and local transit operators
4. Fare evasion
5. Rider confidence

Next Steps: NVTC staff will further develop these concepts for Committee review in July

Questions & Discussion

1. Are these the right topics for the 2022 report?
2. As staff further develop these concepts, is there any additional feedback for staff?
Annual Report on the Performance and Condition of WMATA

Timeline & Next Steps

• July 21 NVTC WMATA Committee Meeting: Refine Strategies
• Summer 2022: NVTC staff draft report
• Fall 2022: WMATA Committee review and work session(s)
• November Commission Meeting: Information Item
• December Commission Meeting: Authorize the Executive Director to send the report
• December 15: Report due to Governor and General Assembly
Agenda Item #3: NVTC Program Updates
Peer Transit Funding Model Research

In response to Committee interest, NVTC staff are researching the funding models of peer transit agencies. Staff are looking into the following systems:

• **Peer Transit Systems:** MBTA, BART, NY MTA, MARTA, LA Metro, and CTA

• **Transit systems that operate in more than one state or via interstate compact:** PATH, PATCO, and St. Louis Metro

Research will explore both capital and operating revenue sources, with a focus on operating. NVTC staff will summarize findings to gain and understanding of the different modes these agencies offer and details on their funding sources.

NVTC staff intend to brief the Committee on their findings in the fall of 2022 to support any future conversations about WMATA’s funding structure.
**Yellow Line Bridge/Tunnel Rehabilitation and Potomac Yard Track Tie-In**

**Potomac Yard Station**
- Shutdown of rail service south of Ronald Reagan Washington National Airport Station
- Engineering, testing and commissioning needed to integrate new station into existing Metrorail system

**Yellow Line Bridge/Tunnel Rehabilitation**
Sept. 10, 2022 - May 2023
- No Metrorail service between Pentagon and L’Enfant Plaza Stations
- Work crews will restore the Yellow Line bridge and repair the steel lined tunnel

Source: [WMATA Major Blue and Yellow Line Construction](#)
Phase 1 - Shuttle and Rail Operations

Free Shuttle Service
Effective: September 10 - October 22, 2022

EXPRESS SHUTTLES
Blue Line Express: Franconia - Pentagon
Between Franconia-Springfield & Pentagon
Yellow Line Express: Huntington - Pentagon
Between Huntington & Pentagon

LOCAL SHUTTLES
Blue Line Shuttle: Franconia-Springfield - National Airport
Between Franconia-Springfield, Van Dorn St, King St-Old Town, Braddock Rd, & National Airport
Yellow Line Shuttle: Huntington - Crystal City
Between Huntington, Eisenhower Ave, King St-Old Town, Braddock Rd, & Crystal City

DC SHUTTLES (Weekday Rush Hour Only)
VA-DC Shuttle 1: Crystal City - L’Enfant
Between Crystal City, Pentagon City, Smithsonian, & L’Enfant Plaza
VA-DC Shuttle 2: Pentagon - Archives
Between Pentagon, Smithsonian, & Archives
VA-DC Shuttle 3: Mt. Vernon - Potomac Park (11Y Route)
Between Mt. Vernon, Alexandria, & Potomac Park (Peak Direction Only)

Source: WMATA Major Blue and Yellow Line Construction

Map by WMATA

Northern Virginia Transportation Commission
Phase 2 - Shuttle and Rail Operations

Free Shuttle Service:
• VA-DC Shuttle 1: Crystal City-L'Enfant
• VA-DC Shuttle 2: Pentagon-Archives
• VA-DC Shuttle 3: Mt. Vernon-Potomac Park (11Y Route):

Other Alternatives
• 16Y: Columbia Pike-Farragut Square Line (between Barcroft and McPherson Square with frequency enhancements)
• Metroway: Braddock Road to Pentagon City

Effective: October 23, 2022 - May 2023

Source: WMATA Major Blue and Yellow Line Construction System Map (October 2022 - May 2023)
Agenda Item #4: Other Items

Next WMATA Committee meeting is scheduled for July 21, 2022