

**MEETING SUMMARY
NVTC WMATA COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
June 16, 2022**

NVTC WMATA Committee Members Present:

Walter Alcorn, Chair
Canek Aguirre
Matt Letourneau
David Meyer
Paul Smedberg (*via electronic participation*)
David Snyder

NVTC WMATA Committee Members Absent:

Matt de Ferranti

Staff and Others Present:

Andrew D'huyvetter
Mathew Friedman
Allan Fye
Tenley O'Hara
Ronnetta Zack-Williams
Jonathan Bonilla
Daniel Segura
Kirk Dand (Arlington County)
Brent Riddle (Fairfax County)
Tim Roseboom (DRPT)

WMATA Chair Alcorn called the WMATA Committee meeting to order at 6:05 p.m. He explained the meeting is being livestreamed to allow the listening audience the opportunity to watch through YouTube Live. He noted that Mr. Smedberg is participating electronically for a personal reason due to travel. Mr. D'huyvetter confirmed an in-person quorum was present.

Chair Alcorn asked for any changes to the April 21, 2022 WMATA Committee Meeting Summary. Committee members accepted the summary of the April 21, 2022 meeting with no changes.

2022 Update of the Annual Report on the Performance and Condition of WMATA

Chair Alcorn introduced the first work session for the Annual Report on the Performance and Condition of WMATA, which is a legislative requirement for NVTC to produce annually. NVTC's

By-Laws charge the NVTC WMATA Committee with providing staff with guidance on updates to the annual report. This will be the fourth annual report produced by NVTC.

Mr. D'huyvetter presented staff's recommended approach to developing the 2022 Annual Report on the Performance and Condition of WMATA. He proposed that the chapter to reduce the growth in costs and improve efficiencies at WMATA focus on recommendations to control expenses and increase revenues. He presented the following staff-proposed strategies for the 2022 report:

- New Financial Operating Model
- Labor Costs
- Role of Metrobus and Local Transit Operators
- Fare Evasion
- Rider Confidence

Mr. Alcorn asked if the report could expand beyond the defined legislative requirements and discuss the challenges with the financial model to which Mr. Fye responded that the report can be tailored based on the committee's feedback. Mr. Letourneau added that he would like to see a section in the report on the importance of federal covid aid and the impact of its ending. He also mentioned the WMATA Board will have discussions over the summer on balancing revenues with expenditures. Mr. Aguirre agreed with Chair Alcorn's comments on amplifying the message of the financial challenges.

Mr. Meyer mentioned the importance of addressing fare evasion. Mr. Letourneau mentioned fare evasion numbers for Metrorail aren't accurate yet as WMATA continues to calibrate the new fare gates, but the Metrobus numbers are solid. He also noted that the District of Columbia pays upfront for passes for school-aged children to ride Metro, but not all kids use the passes and fare evasion is not enforceable in the District of Columbia.

Chair Alcorn asked if there are emerging additional strategies to include in the report to which Mr. Meyer mentioned raising the fare rates. Mr. Letourneau added there are two points around fares: fare pricing and fare structure. Mr. Smedberg added that the WMATA Board discussions will likely be focused on structure as opposed to pricing. Mr. Letourneau mentioned another strategy to address is non-fare revenue, particularly with new developments. Committee members agreed to add a strategy on fare structure and a strategy on non-fare revenues to the list proposed by NVTC staff.

Mr. Meyer asked if the report could highlight the Silver Line Extension to which Mr. Letourneau added seeing the project come to fruition in a timely fashion in the fall of 2022 would pair well with the report.

Peer Transit Funding Model Research

Mr. D'huyvetter shared that in response to committee interest, NVTC staff are researching the funding models of the following peer transit agencies: MBTA, BART, NY MTA, MARTA, LA Metro and CTA. NVTC staff are also looking at transit agencies that are in more than one state or

governed by an interstate compact. NVTC staff will brief the WMATA Committee on their findings in the fall of 2022 to support any future conversations about WMATA's funding structure.

Mr. Meyer recommended that staff also look at fundamental categories of expenditures to which Mr. D'huyvetter responded that staff can look broadly at types of expenditures and will investigate further. Mr. Smedberg noted that larger systems usually have similar expenditures. Mr. D'huyvetter added staff will focus on what makes these peer transit agencies unique and who runs different types of modes. Mr. Letourneau added that WMATA has done a peer transit study on fare evasion.

Yellow Line Bridge/Tunnel Rehabilitation and Potomac Yard Track Tie-In

Ms. Zack-Williams provided an update on the Yellow Line bridge and tunnel rehabilitation and Potomac Yard track tie-in projects. She explained Metro's service impacts and travel alternatives as well as supplemental service available in Northern Virginia. At the July Commission meeting, WMATA staff will present the final mitigation service plan and answer questions.

Mr. Aguirre asked what the biggest lesson was learned from the last shutdown to which Ms. Zack-Williams responded that this shutdown is slightly different because the biggest service impact will take place for six weeks. Mr. Aguirre asked if Metro has enough drivers and Ms. Zack-Williams responded that Metro has drivers contracted to run shuttle service in Northern Virginia. WMATA staff can elaborate further at the July Commission.

Mr. Meyer asked if construction will take place every day during the September 10 - October 22 period to which Mr. Letourneau confirmed that the disruption will be every day. Mr. Fye added that NVTC staff can reach out to Alexandria for more information.

Mr. Snyder asked what factors led to the increase in exponential budget growth compared to the captured revenue. Mr. Letourneau replied that the WMATA Finance Committee can look to track this information. Mr. Snyder mentioned that WMATA is not capturing the wealth it created to which Mr. Meyer mentioned the importance of sharing that story. Mr. Fye added that NVTC is currently updating its Value of Northern Virginia's Transit Network to the Commonwealth study which would be complementary to WMATA's efforts.

Chair Alcorn adjourned the meeting at 6:54 p.m.