

**MEETING SUMMARY
NVTC WMATA COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Livestreaming via You Tube
April 19, 2023**

NVTC WMATA Committee Members Present:

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

Staff and Others Present:

Kate Mattice, Executive Director
Andrew D’huyvetter
Allan Fye
Matthew Friedman
Rhonda Gilchrest
Ann McGrane
Tenley O'Hara
Ronnetta Zack-Williams
Allison Davis (WMATA)
Peter Cafiero (WMATA)
Al Himes (WMATA)
Greg Potts (WMATA)
Kirk Dand (Arlington County)
Brent Riddle (Fairfax County)

NVTC WMATA Committee Chair Alcorn called the meeting to order at 6:04 p.m. and noted that the meeting was being live streamed for the public. Mr. D’huyvetter confirmed a quorum was present. Chair Alcorn noted that Mr. Letourneau is participating virtually from Loudoun County for a personal reason due to a work-related conflict as well as Mr. Smedberg, who is out of state on travel.

Chair Alcorn asked for any changes to the January 25, 2023 WMATA Committee Meeting Summary. Committee members accepted the meeting summary with no changes.

WMATA's Better Bus Network Redesign

Chair Alcorn introduced WMATA's Better Bus Network Redesign, which was initiated in July 2022 and aims to transform the bus system across the region. He welcomed Peter Cafiero, WMATA's Managing Director of Intermodal Planning and Allison Davis, the Acting Senior Vice President of Planning and Sustainability to give the WMATA Committee an update on the draft visionary bus network across the region and in Virginia. Ms. Davis reviewed the project's purpose, goals and timeline. She explained the team is currently focusing on the visionary network first to showcase all the options of what is achievable with additional resources. She also explained that the visionary network is framed around providing frequent service, a minimum of 30-minute headways, a 24-hour network, direct connections as well as connections to the Metrorail and bus priority investments.

Mr. Cafiero reviewed several existing routes and draft proposed routes in Virginia that focus on increased accessibility and mobility, bus priority treatments and considerations of the draft visionary network.

Ms. Davis reviewed the engagement approach to interact with the public and bus operators on the draft visionary network to receive feedback. Mr. Aguirre asked about the language capacity for the engagement period to which Ms. Davis responded that they will have English and Spanish translation available, as well as additional language based on the population of an area. She also explained that the comments received from the engagement period will allow staff to refine the draft visionary network.

Mr. Alcorn asked how closely WMATA staff are working with the jurisdictions and Mr. Cafiero responded that jurisdictional staff have been involved in the planning process. Mr. Alcorn also asked why many of the live events to interact with the public are located inside the beltway to which Ms. Davis answered that it is primarily where Metro's service operates as well as to avoid confusion on other Bus Network Redesigns that already been completed or are active in Northern Virginia. Mr. Snyder asked about how a route is determined and if part of the service is provided on a demand basis. Mr. Cafiero mentioned BRT routes have frequent service and that the overnight routes proposed in the draft visionary network already run 20 hours a day and have strong ridership. He also mentioned additional routes that have demand and ridership potential. Ms. Davis added that cell phone data and census data are used to determine where people are traveling.

Mr. de Ferranti asked how staff will move from the visionary network to the next iteration of the network to which Ms. Davis mentioned the comment period will be used to inform the forthcoming conversations around tradeoffs. Mr. Alcorn asked if staff had any assumptions about trip length in the draft visionary plan and Mr. Cafiero shared that they monitor route length because routes that are too long become unreliable.

Value of Northern Virginia Transit to the Commonwealth Study – Preliminary Findings

Ms. McGrane presented the preliminary findings of NVTC's Value of Northern Virginia Transit to the Commonwealth (Value of Transit Study), which quantifies the value of Northern Virginia's

transit network to the Commonwealth. She explained for the analysis year of 2025, Northern Virginia's transit network generates about \$1.5 billion in income and sales tax revenues to the Commonwealth, which is over \$400 million more than the 2018 study. Ms. McGrane shared that this increase is due to additional years of growth and development as well as changes to the methodology that include the inclusion of all local and regional bus systems and total direct and indirect employment impacts. She further explained the methodology and travel modeling scenario that determined the \$1.5 billion calculation and findings that transit use to help alleviate traffic on the region's roadways.

Mr. Alcorn recommended looking at how much of the \$1.5 billion is attributed to Metrorail to which Ms. McGrane stated that the team is currently working on this. Mr. de Ferranti recommended illustrating the information at a greater level of detail to ensure the audience truly understand how the number was calculated. Ms. McGrane added that the full report shows a greater level of detail and she will be updating the presentation slides to reflect this. Mr. Alcorn added that adding visuals would be helpful. Mr. Snyder recommended adding visuals of I-95 or I-66.

Overview of NVTC's Metro Operating Funding and Reform Working Group

Mr. D'huyvetter gave a presentation on NVTC's Metro Operating Funding and Reform Working Group. He described the challenge facing WMATA's operating budget as well as the working group's purpose and outcomes, which is to examine and develop options for a new operating model for Metro in Virginia focusing on new revenue streams. Mr. D'huyvetter also explained the working group's approach, which will include examining revenue sources, revenue structure and policy considerations. It will also include regional conversations with Maryland, the District of Columbia, and WMATA. Mr. D'huyvetter shared the schedule for the working group, which will kick off in Spring 2023, with a draft final report expected to be completed in late 2023.

Mr. Aguirre mentioned he would be curious to hear the perspective of Maryland and the District of Columbia on this topic. Mr. de Ferranti stated that the region must be creative in this approach.

Mr. Letourneau added that WMATA is doing some of this work already, but it's important that NVTC do this work in a data drive and methodological that creates an array of options. He sees Metro's role as defining the problem and what that means for service while regional partners and stakeholders work to create solutions.

Mr. Smedberg asked for clarity on the state's role with the working group and Mr. D'huyvetter responded that the intent is to start at the director level with the six agencies and counties as well as DRPT and that they will be directly at the table for the working group discussions. Mr. Smedberg asked who from NVTC staff will be the "face" of this work and Ms. Mattice responded that she will play that role. Mr. Snyder asked about the membership of the working group and Ms. Mattice answered that that this group will be similar to the 3% Cap Working Group and there will be a transportation director for each agency on the group, but there will also be engagement with Commissioners through NVTC's WMATA Committee and Legislative and Policy Committee. Mr. Snyder asked who the consultants will be to ensure there is diversity of thought on this effort to which Ms. Mattice responded that NVTC is in the process of selecting a consultant. Mr. Fye

added that if committee members have ideas of who staff should speak with, staff welcomes the ideas. Mr. Aguirre asked if staff could create a more detailed slide of how Maryland and the District of Columbia fund Metro to which Mr. D'huyvetter responded he would gather that information.

NVTC's 2023 Annual Report on the Performance and Condition of WMATA Timeline

Mr. D'huyvetter provided the committee with a timeline for the 2023 Annual Report. He shared that staff would work on the report and conduct work sessions with the committee through the spring and summer. Staff will draft a report in the summer and provide the committee with a draft to review in the fall. In December, the Commission will be asked to authorize the executive director to send the report to the governor and General Assembly by the December 15, 2023 due date.

Chair Alcorn adjourned the meeting at 7:38 p.m.