



# NVTC WMATA Committee Meeting

**January 25, 2023**

**Meeting materials available at [www.novatransit.org](http://www.novatransit.org)**

# **Committee Meeting Agenda**

- 1. Review December 9, 2022 Meeting Summary**
- 2. NVTC WMATA Committee Overview and 2023 Workplan**
- 3. Discussion and Comments on WMATA's Proposed FY 2024 Operating Budget & FY 2024-2029 CIP**
- 4. Other Items**

## **Agenda Item #2:**

# **NVTC WMATA Committee Overview and Workplan**

- **Overview of Scope and Responsibilities**
- **Proposed 2023 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 2023 NVTC WMATA Committee Schedule\*

WMATA  
Committee

JAN - APR	MAY - AUG	SEPT - DEC	Not Scheduled
<ul style="list-style-type: none"> <li>WMATA Committee Introduction and Workplan</li> <li>Comments on WMATA FY 2024 Budget</li> </ul>	<ul style="list-style-type: none"> <li>Work Session(s) on the Annual Report on the Performance and Condition of WMATA</li> </ul>	<ul style="list-style-type: none"> <li>Review draft Annual Report on the Performance and Condition of WMATA</li> <li>Preliminary Discussion of WMATA FY 2025 Budget</li> </ul>	<ul style="list-style-type: none"> <li>Updates on NVTC Efforts:               <ul style="list-style-type: none"> <li>NVTC's WMATA Operating Funding Working Group</li> <li>NVTC's Role of Metrobus Study</li> </ul> </li> <li>Update on WMATA's Better Bus Network Redesign</li> <li>Comments on WMATA Blue/Orange/Silver Line Capacity Study</li> </ul>

Commission  
Actions

JAN - APR	MAY - AUG	SEPT - DEC
<ul style="list-style-type: none"> <li>Updates from the Chair and Actions Recommended by the NVTC WMATA Committee</li> </ul>		
<ul style="list-style-type: none"> <li>Authorize the Executive Director to send the Annual Report on WMATA</li> </ul>		

\*Work plan dates and content may change.

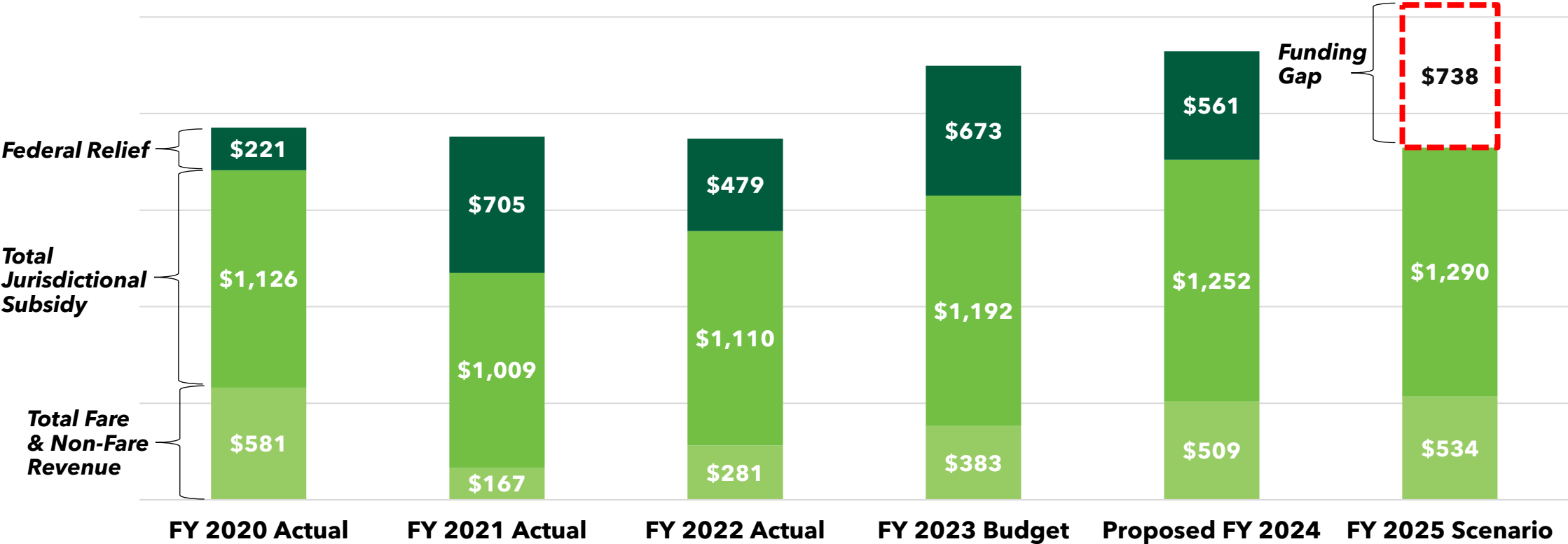
## **Agenda Item #3:**

### **Discussion and Comments on WMATA's Proposed FY 2024 Operating Budget & FY 2024- 2029 CIP**

- **Background**
- **Proposed FY 2024 WMATA Operating Budget - Fares, Service, and Filling the Budget Gap**
- **Proposed FY 2024 Capital Budget and FY 2024-2029 CIP**
- **Staff Proposed Themes to include in a Budget Comments Letter**
- **Discussion & Next Steps**

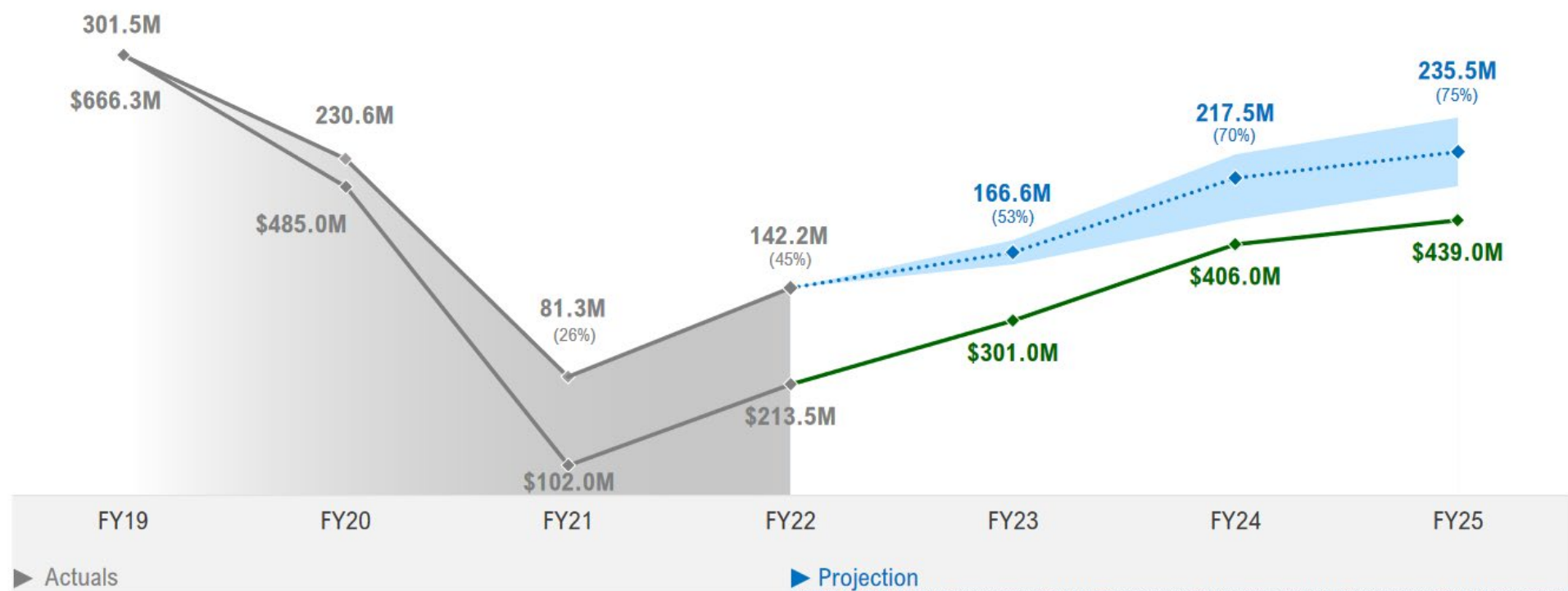
# Background

## WMATA’s Actual, Budgeted and Projected Operating Sources of Funding for FY 2020-2025 (in millions)



# Background

- The Proposed FY 2024 Operating Budget reflects **revenue recovery growing at the same pace as ridership**, with a projection of 70% of pre-pandemic ridership.



Source: [WMATA December 8 Finance and Capital Committee Meeting](#)







# Proposed FY 2024 Operating Budget

## Fare Optimization

**Metrorail**

- Peak and off-peak fare consolidation
- Base fare would be \$2 all week
- Mileage rate would be standardized at \$0.40 per mile
- Max fare would increase to \$6.50
- Regional low-income fare program

### Current Fare Structure




	Base Fare	Max Fare	Reduced Fare <sup>1</sup>
 <b>Peak</b>	\$2.25	\$6.00	50% off the peak fare
	After first 3 miles, 0.326 per mile After 6 miles, \$0.288 per mile		
 <b>Off-Peak Weekday</b>	\$2.00	\$3.85	
	After first 3 miles, 0.244 per mile After 6 miles, \$0.216 per mile		
 <b>Late Night<sup>2</sup> and Weekend</b>	\$2.00	\$1.00	
 <b>Bus</b>	\$2.00	\$1.00	

**MetroAccess** fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip.

<sup>1</sup> For senior and disabled customers  
<sup>2</sup> Late Night fares apply after 9:30pm

Source: [WMATA December 8 Finance and Capital Committee Meeting](#)

### Proposed Fare Structure

	Base Fare	Max Fare	Reduced Fare <sup>1</sup>
 <b>Regular</b>	\$2.00	\$6.50	\$1.00 to \$3.25
	After first 3 miles, \$0.40 per mile		
 <b>Late Night<sup>2</sup> and Weekend</b>	\$2.00	\$1.00	
 <b>Bus</b>	\$2.00	\$1.00	

**MetroAccess** fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip.

<sup>1</sup> 50% discount for senior, disabled, and low-income customers  
<sup>2</sup> Late Night fares apply after 9:30pm

# Proposed FY 2024 Operating Budget

## Service Optimization

- Green and Yellow Line trains would arrive every six minutes all day
- Orange Line trains would operate every 7.5 minutes on average during peak service, and every 10 minutes during off-peak service
- 16M (Skyline to Crystal City) would operate every 12 minutes all day
- VA Amendment (1/12/23): Improvements to the 11Y (Mt. Vernon to DC)

	METROBUS		METRORAIL (headways in minutes)			
	12 Min. Frequency	20 Min. Frequency	Line	AM/PM Rush	All Day	Late Night
FY2023 Budget	20 lines	16 lines	RD	5	6	10
			BL OR GR YL SV	10	12	15
FY2024 Proposed Budget	Route	Improve Frequent Bus Service	Line	AM/PM Rush	All Day	Late Night
	B2 (DC)	Upgrade busy <b>Bladensburg Road-Anacostia</b> line, a top 15 ridership route, to every 12 minutes all day	RD	5	6	10
	A12 (MD)	Restructure <b>Martin Luther King Jr. Highway</b> service, extending service every 20 minutes to <b>Downtown Largo</b>	GR YL	6	6	10
	16M (VA)	Restructure <b>Columbia Pike</b> service, connecting <b>Skyline</b> to <b>Crystal City</b> with service every 12 minutes all day	OR	7.5	10	15
			BL SV	10	12	15

Source: [WMATA December 8 Finance and Capital Committee Meeting](#)

# Preventative Maintenance – Operating Gap Solve

## Options for Closing FY 2024 Operating Budget Gap

The FY 2024 operating budget gap of \$185 million will be closed by:

- Revenue increases
- Expense reductions
- Federal funding assistance
  - ARPA funding
  - Increased IIJA Federal Formula Funding for Maintenance (i.e. flexing preventive maintenance funds from capital to operating)

\$ in millions	
<b>Funding Gap</b>	<b>(\$184.7)</b>
Improving Ridership	\$11.4
Non-Passenger Revenue Growth	\$17.1
Expense Reductions	\$10.0
<b>FY2024 Base Funding Gap</b>	<b>(\$146.2)</b>
<b>Fare Optimization</b>	<b>\$7.1</b>
<b>New Base Gap</b>	<b>(\$139.1)</b>
<b>IIJA Federal Formula Funding for Maintenance</b>	<b>\$139.1</b>
<b>FY2024 Base Gap Closed</b>	<b>\$0.0</b>

# Proposed FY 2024 Capital Budget and FY 2024-2029 CIP

## Overview

- \$2.4 billion capital budget and \$14.4 billion CIP improve system safety, state of good repair, and reliability by rehabilitating, replacing, and modernizing the system while integrating resilience and sustainability.

## Addressing Overdue Capital Needs

### Substantial Progress

- 8000-series railcar acquisition
- Track Rehabilitation
- Platform Program – 20 stations complete

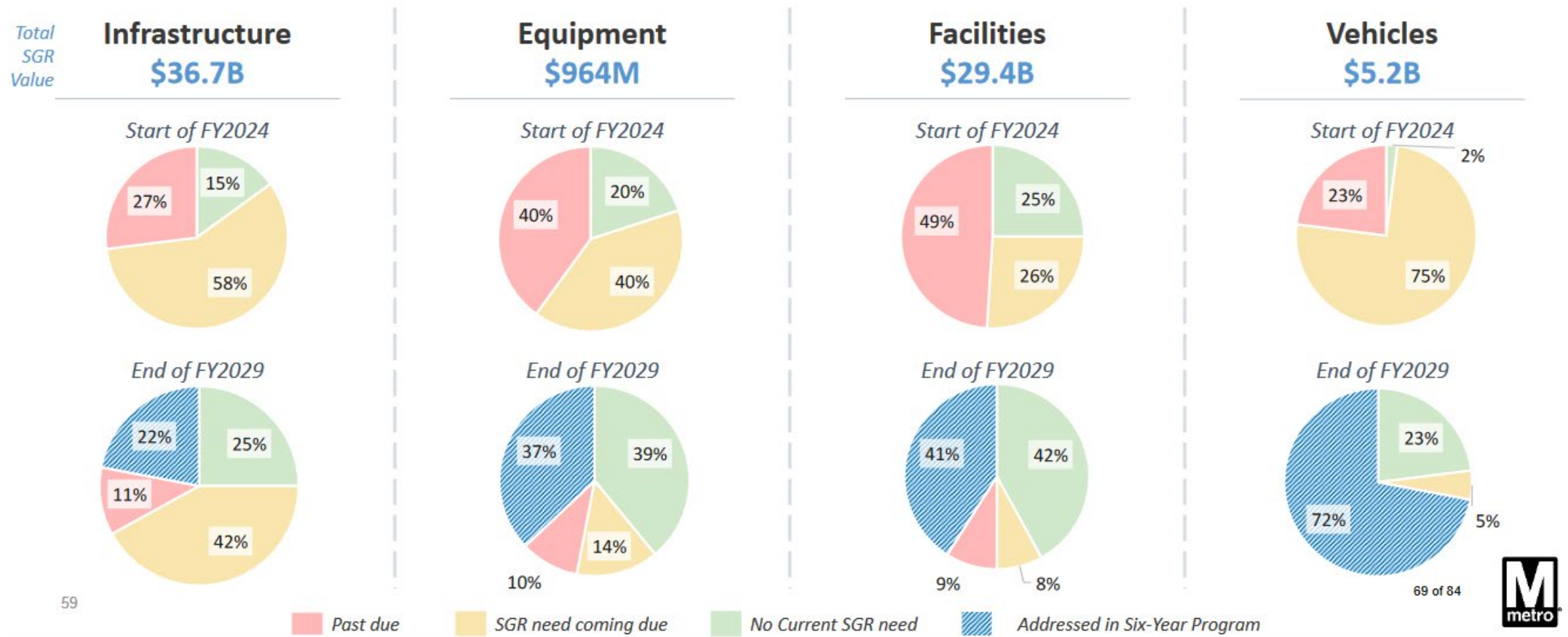
### Priority Needs

- Structural rehabilitation
- Systems - Train Control, Radio and Comms, Power
- Facilities - Bus Divisions, Rail Maintenance, Offices

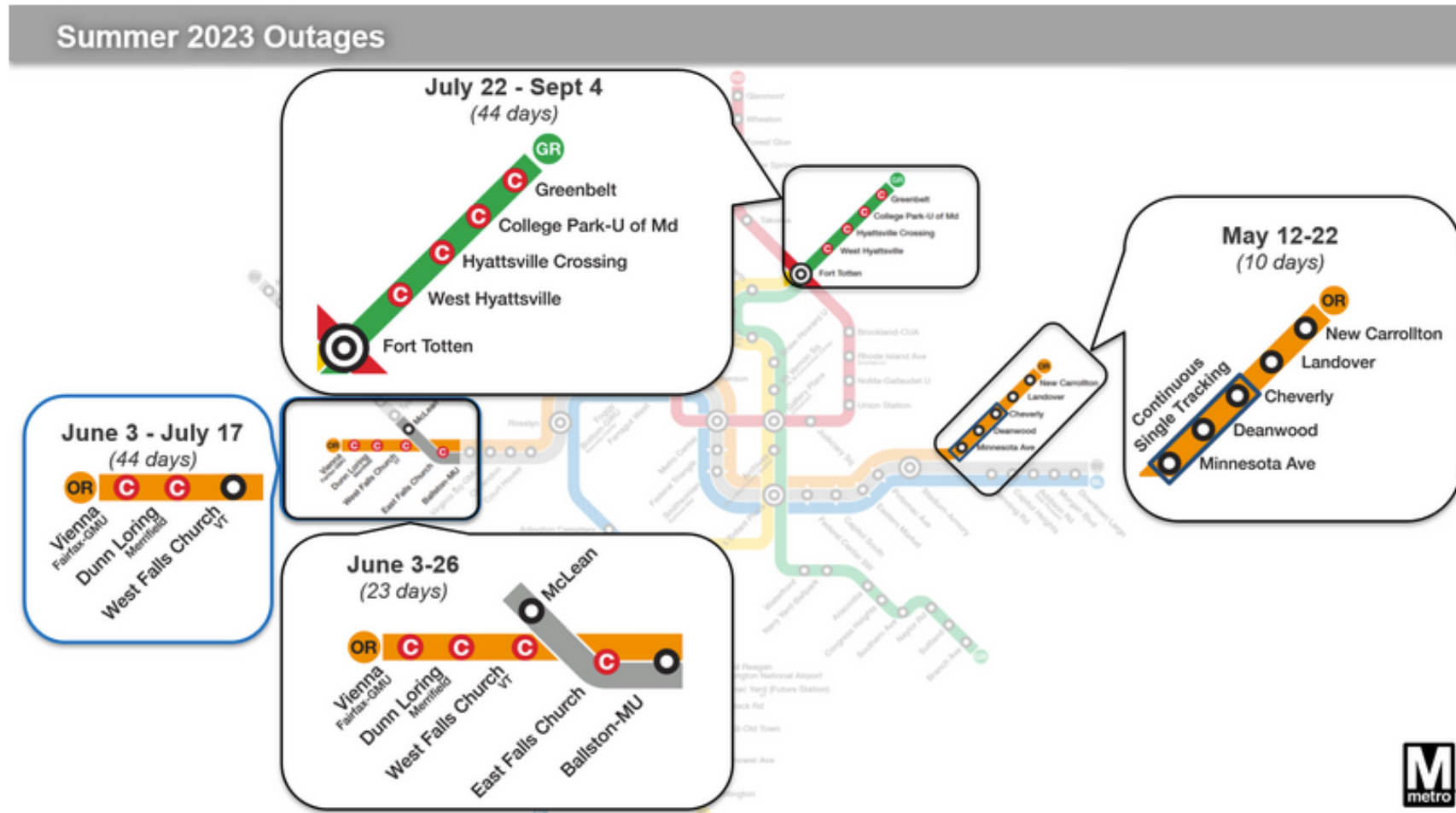


# Investment Reducing the State of Good Repair Backlog

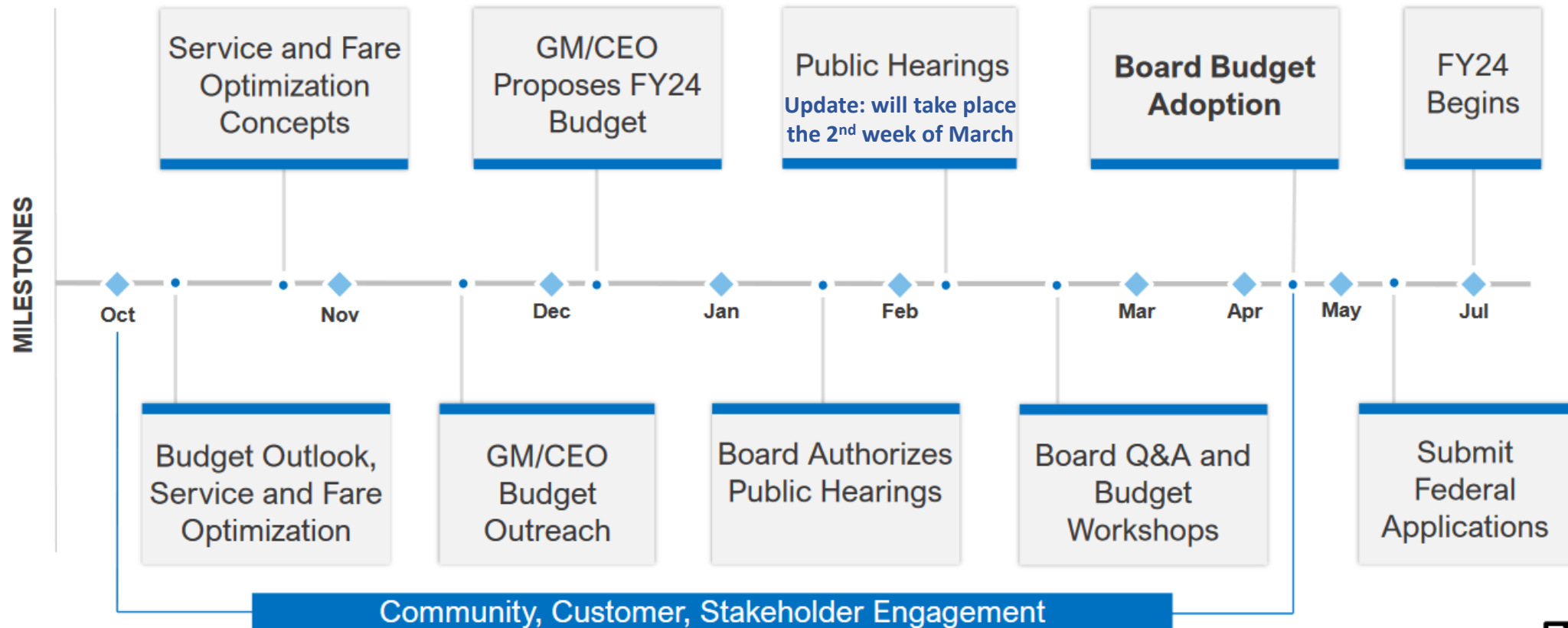
Percentage of State of Good Repair Assets Addressed Start of FY2024 vs. the End of FY2029



# Summer 2023 'Enhanced Maintenance Work'



# WMATA's Budget Process Timeline



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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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Source: [WMATA December 8 Finance and Capital Committee Meeting](#)

# Staff Recommended Comments

## ***FY 2024 Operating Budget***

- Deliver budgeted rail and bus service levels to give riders a consistent and reliable alternative to driving
- Complete the safe return of the 7000-series railcars to service to improve reliability and rebuild ridership
- Continue fare simplification efforts that balance ridership and revenue
- Open the Potomac Yard Metrorail Station for full revenue service
- Concern over flexing such a large amount of maintenance funding to the operating budget and starting a trend of overreliance on this budget tool
- Support the policy goals and concept of the proposed low-income fare program, but have questions about implementation, overlap with existing programs, and cost allocation to the jurisdictions

## ***Additional Comments***

- Concern over exhaustion of federal aid and projected FY 2025 operating gap



# Staff Recommended Comments

## ***FY 2024 Capital Budget and FY 2024-2029 CIP***

- Look forward to additional information from WMATA on the benefits of the Infrastructure Investment and Jobs Act on the CIP and updated projections on dedicated capital funding
- Encouraging progress on reducing the SGR backlog
- Ensure close coordination with NVTC and jurisdictions for Summer 2023 'Enhanced Maintenance Work'
  - <https://www.wmata.com/about/news/Summer-2023-Maintenance-Work.cfm>

## ***Additional Comments***

- Look forward to updates on other WMATA initiatives such as WMATA's Zero Emission Bus planning and implementation work as well as the Blue/Orange/Silver Line Capacity and Reliability Study

## Next Steps

- **January-March:** NVTC staff will work with Chair Alcorn to incorporate Committee comments and feedback into a letter
- **February/March:** Public Comment Period and public hearings on the WMATA GM/CEO's Proposed Budget
- **February/March:** NVTC staff will submit the NVTC WMATA Committee's comments during the public comment period and share comments with the Commission
- **April:** WMATA Board adoption of the FY 2024 Budget and FY 2024-2029 Capital Program

## **Agenda Item #4:**

### **Other Items**

# Thank You.



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# Proposed FY 2024 Operating Budget

## Service and Fare Optimization Summary

	Proposed FY 2024 Fare/Service Investments	FY2024 Revenue Impact
Service	Green & Yellow Lines	(\$13.0)
	Orange Line	(\$6.0)
	Improved Frequent Bus Service	(\$5.1)
	Potomac Yard Station	(\$0.3)
Fare	Fare Structure Simplification	\$11.1
	Low-Income Fare Program	(\$4.0)

Source: [WMATA January 13 Finance and Capital Committee Meeting](#)