

CHIEF ADMINISTRATIVE OFFICERS TECHNICAL PANEL ON METRO

Interim Report

Transportation Planning Board
November 16, 2016

Technical Panel

District of Columbia

- Rashad Young, City Administrator, District of Columbia

Maryland

- Tim Firestine, Chief Administrative Officer, Montgomery County
- Nicholas Majett, Chief Administrative Officer, Prince George's County

Virginia

- Mark Jinks, City Manager, City of Alexandria
- Mark Schwartz, County Manager, Arlington County
- Ed Long, County Executive, Fairfax County
- Tim Hemstreet, County Administrator, Loudoun County

Office of the Chief Financial Officer, District of Columbia

- Jeffrey DeWitt, Chief Financial Officer

Washington Metropolitan Area Transit Authority

- Dennis Anosike, Chief Financial Officer
- Barbara Richardson, Chief External Affairs
- Andrea Burnside, Chief Performance Officer

The Interim Report – An Overview

- Background – COG Board Resolution R39-2016, June 8, 2016
- Four Areas
 1. **Value of Metro to the region** – outlining many earlier reports; DC CFO updates
 2. **Metrics** – tracking the public’s concerns
 3. **WMATA funding needs** – analyzing them through financial model developed by District of Columbia Chief Financial Officer
 4. **Revenues** – reviewing data; looking at funding options

1. Value of Metro to the Region

- Review of the many existing regional reports on the value of Metro have drawn similar conclusions
 - Economic activity, jobs, incomes and sales
 - Creates more efficient land use, environmental benefits
 - Reduced traffic congestion
 - Enhances tax revenues to 3 major jurisdictions due to economic growth and increased land valuations
 - Property Tax Revenue generated within half-mile of Metro Stations is estimate to bring in \$3.1 billion annually.
 - ~105 million square feet of development (~\$50 billion) is planned or under construction.

2. Metrics

1) Safety

- Rider safety

2) Reliability

- Get riders to their destination on time

3) Customer Experience

- Comfortable ride and trouble-free experience

• Financial Management Metrics

CURRENT QUARTER PERFORMANCE

**Rail Customer
On-Time Performance**



KPI Pilot

3. Financial Model to Evaluate WMATA's Funding Needs

- District of Columbia CFO financial forecasting model
- Financial Forecasting Model Elements
 - Revenue: 7 Key Inputs
 - Expenses
 - Capital – 6 year CIP, Metro 2025 CIP
 - Operating – 2017 budget + 5 Key Inputs
- Provides forecast for 10-year, order of magnitude
- COG CAOs Technical Panel reviewed assumptions, kicked the tires

4. Exploring Revenue Options (Next)

- Tax base work has been compiled by the DC CFO with regional CAOs to identify the types of revenues that could be used to help meet the funding gap for Metro.
 - A regional study was completed in 2005; comprehensively reviewed revenue options to support Metro.

Technical Panel: Next Steps

- Coordinate with WMATA General Manager and WMATA Board.
- Input updated operating and capital data into financial forecasting model.
 - FY18 Operating Budget recently presented to WMATA Board
 - Capital Needs Inventory to be completed by end of 2016
- By March 2017: Technical Panel provides updated report to the COG Board of Directors covering metrics, economic value of Metro, funding needs and financing/revenue options.

COG Staff:

- Chuck Bean, Executive Director
- Stuart Freudberg, Deputy Executive Director and Project Manager
- Kanti Srikanth, Director, Transportation Planning
- Eric Randall, Principal Transportation Engineer
- Monica Beyrouti, Government Relations and Member Services Coordinator

Consultant:

- Barbara M. Donnellan, President, Castle Gray Associates

mwcog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002



Metropolitan Washington
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METRO SAFETY COMMISSION

Update

Transportation Planning Board
November 16, 2016

Background

- MAP-21, the FAST ACT, & FTA Final Rule ... DC, MD, & VA **must** create the MSC to serve as the State Safety Oversight Agency for Metrorail
- Financially & legally independent of WMATA
- The MSC is a common instrumentality of the Signatories
- Signatories – DC, MD, and VA

Key Goals

- 1) Design, establish an independent legal entity
 - Provide the MSC with full safety oversight authority
 - Create an organization with the expertise to match the size & complexity of WMATA
- 2) Develop, introduce, & pass identical legislation
- 3) Reassume safety oversight responsibility from the FTA

MSC Compact Legislation Development

- 1) Evaluated other SSOAs
- 2) Hired independent legal advisors to draft final legislation
- 3) Sought and received FTA review and comments
- 4) Created a legislative working group to coordinate efforts for DC, MD, and VA

Enforcement Powers

MSC shall have the authority to compel compliance of orders & standards by:

- Taking legal action
- Issuing citations or fines
- Directing the prioritization of spending on safety-critical items
- Removing a vehicle, infrastructure element, or hazard
- Restricting, suspending, or prohibiting rail service
- Require WMATA to remove an individual from safety sensitive position
- Request WMATA's Office of the Inspector General to conduct safety-related audits or investigations

The MSC shall coordinate its enforcement activities with appropriate Federal and state governmental authorities

Next Steps

- Hearings or equivalent have occurred in DC, MD, & VA
- Draft legislation introduced in the District
- Council of the District of Columbia vote possible in 3-4 weeks
- Filing, introduction & votes in General Assembly (GA) of Maryland & GA of Virginia

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