

**GREATER WASHINGTON BOARD OF TRADE
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
Joint WMATA Governance Review Task Force**

Mission Statement

To encourage and assist the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors and its local, state and federal funding partners in undertaking a comprehensive review of the agency's governance in order to:

- Benchmark against proven best practices
- Identify critical opportunities for improvement
- Ensure regional approaches to decision-making
- Determine the most effective and appropriate governance/management relationships which
 - Improve accountability
 - Enhance public communication
 - Establish clear lines of authority through the general manager

Background

The Greater Washington Board of Trade (BOT) and the Metropolitan Washington Council of Governments (COG) have agreed to jointly engage in a review of the WMATA governance structure. Governance issues have been identified by some public officials and business and civic leaders as areas of concerns. Governance review may also aid in building stronger support among funding partners and the public for long-term solutions to WMATA's revenue needs. A public-private examination of governance structures successfully employed by other transit agencies could provide WMATA with useful options and recommendations. COG partnered with the BOT in 2004-2005 to lead and support a special Metro dedicated funding panel that successfully recommended new federal-regional funding for WMATA.

Membership

The BOT and COG will jointly sponsor and support public-private task force to examine WMATA governance options and recommendations. The BOT and COG have jointly identified and invited several area leaders to serve on the task force (*see attached roster*). Task Force members were chosen for their past or current regional leadership roles in the public and private sectors. Task Force members will serve in a voluntary capacity with professional and administrative support provided by BOT and COG staff.

Schedule

The task force is anticipated to meet several times during the months of June and July. Similar to the Metro dedicated funding panel support by the BOT and COG in 2004-2005, the task force is expected to have an aggressive schedule to advance its work scope and prepare its findings and recommendations for consideration by the WMATA Board of Directors and WMATA local, state and federal funding partners. Task force will be held at BOT and/or COG offices or other locations as proposed by staff. The task force will approve the work scope, schedule and appropriate rules or procedures to guide its activities at its first meeting, including opportunities for input by the other stakeholders, organizations or public.

Work Scope (Proposed)

1. Review of studies or research on transit governance models
2. Input from other transit organizations on governance models
3. Input from past and current WMATA Board members, management, funding partners, employee groups, transit advocacy groups and other stakeholders.
4. Review of governance models or best practices
5. Assessment of governance models or best practices and applicability to the National Capital Region
6. Task force findings and recommendation(s)
7. Review of how governance recommendation(s) should be released for review and consideration by WMATA Board, funding partners, local, state and federal officials, and business and civic stakeholders and the public
8. Final approval of task force findings and recommendation(s)

Stakeholder and Public Engagement

In inviting private and public sector leaders to participate on the Joint WMATA Governance Review Task Force, the BOT and COG sought individuals who have demonstrated strong regional leadership. Individuals were not selected to represent a particular jurisdiction or business sector. The BOT and COG recognize that the Task Force's successes depends, in part, on its ability to invite input from the very broad-range of stakeholders: WMATA's local, state and federal funding partners, past and present WMATA Board members and management, transit riders and advocacy organizations, WMATA employee organizations and many others. The BOT and COG will assist the Task Force in designing an input and engagement process to guide Task Force activities and outcomes.

First Joint Meeting

BOT and COG staff seek to schedule the first meeting of the Joint WMATA Governance Review Task Force in mid-June. The proposed agenda will:

- provide an overview of WMATA's past and current governance;
- review studies and other published analysis on WMATA and other transit agency governance;
- review mission, work scope and topics/presenters for future meetings;
- approve an input/engagement process; and
- approve a meeting schedule.

Staff Support

Sponsoring partners will be responsible for professional and administrative staff support to the task force and will establish a staff team to coordinate support activities. Lead BOT and COG staff is listed below. If requested by the task force to accomplish work scope activities, sponsoring partners may engage supplemental consultant support on a pro-bono or paid basis.

BOT: Jim Dinegar, President

COG: Dave Robertson, Executive Director; Ron Kirby, Director, Dept. of Transportation Planning

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Joint WMATA Governance Review Task Force
June 2010**

APPOINTED BY GREATER WASHINGTON BOARD OF TRADE		
<i>Name</i>	<i>Current Title and Organization</i>	
Michael Daniels	Senior Vice President Science Application International Corporation	
James Dyke	Partner McGuireWoods LLP	
Pat McGuire	President Trinity Washington University	
Tony Pierce	Managing Partner Akin Gump Strauss Hauler & Feld LLLP	
Manny Rouvelas	Partner K&L Gates	
Stu Solomon	Managing Director, Metro Washington Office Accenture	
Scott Wilfong	Chairman, President & CEO Greater Washington/Maryland SunTrust Bank	
APPOINTED BY METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS		
<i>Name</i>	<i>Current Title and Organization</i>	<i>Former Title and Juris. or Agency</i>
Ron Carlee	Director, Domestic Strategic Initiatives International City/County Management Assoc.	County Manager Arlington County
JayEtta Hecker	Director of Transportation Advocacy Bipartisan Policy Center	Director of Physical Infrastructure U.S. General Accountability Office
Hon. Betty Ann Kane	Chairman DC Public Services Commission	Councilmember District of Columbia
Hon. John Mason		Mayor City of Fairfax
Hon. Connie Morella	Ambassador in Residence American University School of Public Affairs	Representative, 8 th District, Maryland U.S. House of Representatives
Bruce Romer	Vice President, Administration Westat, Inc.	Chief Administrative Officer Montgomery County
Hon. Peter Shapiro	Executive Director Chesapeake Center for Public Leadership	Councilmember Prince George's County
Hon. Anthony Williams	Executive Director Corporate Executive Board	Mayor District of Columbia

As of: 5/27/2010

Friday, May 28, 2010

Time to get serious about Metro

Washington Business Journal - by [Kwame Brown and James Dyke](#)

Many Washington-area residents can readily identify their city or county elected officials; far fewer could likely tell you their representatives on the **Washington Metropolitan Area Transit Authority** board of directors. That may be a symptom of a larger concern. How WMATA is governed may make a difference in Metro's future, and the Metropolitan Washington Council of Governments and the **Greater Washington Board of Trade** have agreed to help look at this issue.

Every day, Metro's rail and bus lines move hundreds of thousands of Washingtonians and visitors. Because of Metro, lunch downtown, a doctor's appointment in Bethesda or a business appointment in Alexandria can be a short hop instead of a long haul.

The fact is, Metro has become a major part of the region's infrastructure. It is a system people now find essential. Like the Beltway, Metro is our transportation system's main street.

Given those facts, some transit supporters in government and the private sector think it's time for a fresh look at Metro's governance structure, which hasn't changed significantly since the rail system opened more than 30 years ago.

The main issues to consider are Metro's relationship to its local, state and federal funding partners and how these partners address policy, governance and oversight. This is not just about improving safety or solving management problems or even getting the federal government to kick in more money for rail cars and other capital improvements.

It's about all of those things.

The system's governance structure determines how and when the District, Maryland and Virginia, and yes, the federal government too, pay for Metro's equipment and operations and who is ultimately responsible for its safety and management.

All of that may have been easier when Metro was a young system, still being built. The governance structure that handled all its needs then may need to evolve to handle the needs of a mature rail and bus system that must carry millions of Americans to inaugurations and July Fourth celebrations and a system that needs to connect to new and emerging centers.

We think a fresh look at WMATA governance is both timely and beneficial for the board and management, Metro riders and funding partners.

To achieve that goal, COG and the Board of Trade will sponsor and support a public-private task force to examine governance options and advise WMATA and its stakeholders as they develop proposals for new governance models.

The group is expected to hold its first meeting by early June. Throughout an ambitious two-to three-month schedule, the task force will solicit input and engagement from a broad range of Metro stakeholders, including Metro employees.

We have confronted similar challenges before with success. Our best model was the 2004-05 partnership between COG, the Board of Trade and the Federal City Council that recommended a more reliable funding strategy for WMATA. As a result, in 2008, Congress authorized \$1.5 billion in dedicated capital funding for the system, matched by local and state funding partners.

Now is the time for the area's elected and business leaders to again join together to help Metro. It simply means a little more hard work and cooperation.

But, like Metro, hard work and cooperation are what connects metropolitan Washington.

D.C. Councilman Kwame Brown, D-At large, is chairman of the Metropolitan Washington Council of Governments board of directors. James Dyke is chairman of the Greater Washington Board of Trade.