



THOMAS H. GRAHAM
CHAIR
Tom Hucker
VICE CHAIR
DONALD DRUMMER
SECRETARY-TREASURER

Wednesday, December 14, 2022
3:00 PM

WSTC Bi-Annual Commissioners Meeting Minutes

Commissioners in Attendance
Mr. Thomas H. Graham, Chair
Mr. Donald Drummer
Mr. Michael Goldman
Mr. Tom Hucker
Mr. Raymond J. Briscuso, Jr
Deputy Secretary Earl Lewis, Maryland Department of Transportation
Staff in Attendance
Mr. Pat Pscherer Jr., Director, Washington Area Transit Office
Ms. Tammy Cooper
Mr. Brenden Watts
County Representatives
Mr. Semia Hackett, Prince George's County
Mr. Kevin Thornton, Prince George's County
Mr. Christopher Conklin, Montgomery County
Mr. Tim Cupples, Montgomery County
Ms. Allison Davis, WMATA
Mr. Peter Cafiero, WMATA
Mr. Albert Himes, WMATA
Guests
Mr. Nino Vaghi
Mr. Jeff Hirsch, MDOT
Open to Public

- I. Chair Graham called the meeting to order at 3:15 PM and a quorum was met.**
- II. Approval of the Agenda**
A motion to approve the agenda was presented by Chair Graham and approved unanimously.
- III. Approval of the Minutes**
A motion to approve the minutes from the June 15, 2022, Semi-Annual Business Meeting was presented by Chair Graham and approved unanimously.
- IV. Public Comment**
There were no public comments.

V. Commission Roster Changes

- a. Two Commissioners have left the WSTC Commission, Mr. Todd Turner, Prince George’s County and Mr. Christopher Zappi, Montgomery County. The WSTC would like to thank them both for their hard work and dedication to the Commission. Mr. Mike Goldman recently left the Commission as his appointment term had expired. However, we are happy to announce that he has returned to the WSTC as a Commissioner and will service as the alternate Director on the WMATA Board.
- b. The WSTC has had a new addition to the team. We would like to welcome Brenden Watts as the new Transit Analyst. As a graduate of Morgan University, Brenden brings to the WSTC his transportation knowledge that he has learned from the Prince George’s County Department of Public Works and Transportation.

VI. Special Election: WSTC Vice Chair

- a. With the departure of Mr. Zappi, the WSTC will need to fill this role. As stated in our bylaws, we will fill that position with a special election. A nomination was made by Mr. Goldman for Mr. Tom Hucker to assume the role as WSTC Vice Chair. A vote was taken, and Mr. Hucker has been elected to serve in this role.

VII. Park-n-Rail Presentation (Mr. Nino Vaghi)

Mr. Nino Vaghi, creator of Park-n-Rail™ Traffic Solutions, will present his concept for an integrated highway/ metro station/high-volume parking structure. Per the Park-n-Rail™ website:

“Park-n-Rail™ is a newly patented designed parking garage that is capable of parking large number of cars over a short period of time and quickly transporting commuters to their final destination by using a subway system.”

According to Mr. Vaghi, in total the five (5) Park-n-Rail™ garages he proposes for the Washington metropolitan area would accommodate between 130,000 to 195,000 automobiles each working day, removing these vehicles from congested roadways and reducing carbon emissions by utilizing transit instead of personal vehicles. He further posits that each Park-n-Rail™ customer would save approximately \$10 per day in combined fuel and maintenance costs for their personal vehicle, and that construction costs would include no tax payer, toll, or public/private partnership (PPP) funding.

VIII. WMATA “Better Bus” Bus Network Redesign Project (Ms. Allison Davis, WMATA)

- a. Ms. Allison Davis from WMATA joined our meeting and provided the Commissioners with the presentation on the Better Bus Network Redesign. Some of the focus has turned toward bus priority lanes and signals partnering with the Counties and the Cities within the compact areas. The goal is to get to know the riders taking the bus, look at where they are needing to go and staying connected to the riders.

IX. WSTC Update (Director, Washington Area Transit Office)

- a. WSTC FY 2023 Mid-Year Financial Position & End-of-Year Forecast
Beginning bank account balance was \$543,104 with spending to date just over \$134,000 and revenues just under \$52,000. We’re forecasting \$58,000 surplus funds. As in previous years in all likelihood we will end up offering a subsidy credit to the funding partners towards next year’s budget or amending the budget and reducing the subsidy for the current fiscal year. The projection for the full year FY2023 forecast is 14% under budget including having brought on a new staff member.
- b. Review of Proposed WSTC FY 2024 Administrative Budget
The total proposed budget for FY2024 is \$484,000, a 2.7% increase over the FY2023 budget. One item to note is exploring the options for a new office lease space. The WSTC lease expires at the end of calendar year 2023. If the decision was to stay in the current lease space, there would be a 7-8 increase for the Lease section. However, new tenants coming into the space for a new lease, would have a

- much smaller cost per square foot.
- c. WSTC FY 2022 Financial Audit Status Update – The new vendor selected, Key and Associates have been very responsive and on target to complete the audit by December 31, 2022.
 - d. Employee Regulations on Conflict of Interest, Financial Disclosure, and Lobbying Status Update
 - i. Mr. Pscherer was contacted by the State Ethics Commission, and they disagreed with the opinion that we were to follow the Maryland Department of Transportation’s policies and regulations. A draft of regulations was created for the WSTC Office and passed through a legal review with the Assistant Attorney General’s office that staffs MDOT and supports the WSTC as a Commission. The draft with edits has been provided to the Ethics Commission for their review. Once their version is received, it will be provided to the Commissioners for their review and final decision making. Promulgation period for new regulations is currently closed and will reopen February 15, 2023. Certification will need to be provided by April 30, 2023, so that it applies to the Commission.
 - e. Public Forum – Level of Interest and Planning
 - i. At this time, the public forum will be placed on hold until something of importance is ready to be discussed.
 - f. Level of Interest for Spring 2022 University of Maryland iSchool Project
 - i. We will continue to work with these students on projects and to create a baseline of knowledge in hopes to get this program running.
 - g. Preview of the WMATA FY 2024 Budget

Operating Budget (all dollars in millions)

Expenses	FY2023	FY2024	Change
⁴ Personnel	\$1,518.4	\$1,567.9	3.3%
⁵ <u>Non-personnel</u>	<u>\$ 728.8</u>	<u>\$ 754.2</u>	<u>3.5%</u>
Total	\$2,247.2	\$2,322.1	3.3%

Anticipated Revenue	FY2023	FY2024	Change
Passenger ¹	\$ 301.0	\$ 406.0	34.9%
Non-passenger ²	\$ 81.5	\$ 103.2	26.6%

Operating Deficit	\$1,864.7	\$1,813.0	2.8%
--------------------------	------------------	------------------	-------------

Non-Revenue Funding	FY2023	FY2024	Change
Federal Relief ³	\$ 672.8	\$ 561.0	-16.6%
Jurisdictional Subsidies			
Base	\$1,142.9	\$1,227.7	
<u>Legislative Exclusions</u>	<u>\$ 49.0</u>	<u>\$ 24.3</u>	
Total	\$1,191.9	\$1,251.9	3.0%

Revenue Initiatives

- ¹Increased Ridership \$ 11.4 (65% to 70% ridership recovery, improved fare recovery)
- ¹Fare Optimization \$ 7.1 (Board policy decision)
- ²Non-passenger revenue growth \$ 17.1 (parking, advertising, joint development, etc.)
- ³IJA reprogramming for
 Preventative Maintenance \$139.1 (Board policy decision)

Expense Reductions

- ⁴Vacancy reductions \$ 3.0
- ⁵Operating efficiencies \$ 7.0

Increasing Ridership

Service and Fare Optimization

- Bus
 - Launch the Better Bus network redesign
 - Advance incremental changes to improve frequency and expand access
 - B2 in DC (\$2.3 million)
 - A12 in Pr. George’s Co. (\$1.9 million)
 - 16M in VA (\$0.9 million)
- Rail:
 - More frequent service
 - Trains every 3 to 6 minutes in the core
 - Trains every 8 to 12 minutes systemwide
 - Orange Line: 7.5 minute headways peak/10 minute off-peak
 - Green and Yellow Lines: 6 minute headways all-day
 - All Yellow Line trains turn back at Mt. Vernon Square
 - More efficient and predictable transfers to increase access to destinations

Fares

- Simplify Metrorail fare structure
 - Eliminate peak/off-peak price difference (\$2 instead of \$2.25 peak/\$2.00 off-peak)
 - Align Metrorail and Metrobus base fare (\$2.00)
 - Max fare increases to \$6.50 all-day (from \$6.00 peak/ \$3.85 off-peak)
 - Encourages ridership, increases revenue, and advances equity
- Implement Regional Low-Income Fare Program Administered by WMATA
 - 50% discount (matches senior and disabled customers discount)
 - Qualify based on Supplemental Nutrition Assistance Program (SNAP) eligibility
 - Offer customers a straightforward sign-up process

Capital Budget (all dollars in millions)

Total FY 2024 Capital Budget: \$2,388 million

Funding Sources:

Formula & Other Grant Funds & Match	\$ 587
PRIIA Grant & Match	\$ 292
System Performance	\$ 177
Dedicated Capital Funding	\$ 500
Reimbursable Projects	\$ 31
Debt	\$ 800

<u>Capital Investments by Category:</u>	FY2024	FY2024 - FY2029
Railcars and Railcar Facilities	\$ 424	\$ 2,814
Rail Systems	\$ 323	\$ 1,616
Track and Structure Rehabilitation	\$ 284	\$ 1,798
Stations and Passenger Facilities	\$ 353	\$ 1,853
Bus, Bus Facilities, and Paratransit	\$ 528	\$ 2,784
<u>Operations and Business Support</u>	<u>\$ 294</u>	<u>\$ 1,547</u>
Total Capital Investments	\$2,205	\$12,412
Revenue Loss from Capital Projects	\$ 10	\$ 60
<u>Debt Service (Dedicated Capital)</u>	<u>\$ 173</u>	<u>\$ 1,912</u> (avg. \$319 annually, graduating)
Total Capital Program Cost	\$2,388	\$14,384

Maryland's Proposed FY2024 Subsidy Request

Operating:	\$473,674,404
Capital:	\$316,042,239
<u>Debt Service:</u>	<u>\$ 31,235,814</u>
Total:	\$820,952,457

X. County Conversation

a. Prince George's County

- i. The County looks to bring back its Taxi Administration and Enforcement for taxi operations. By April or May of 2023, the County will be going back to in-person operations and have their inspectors back in the field. Prince George's County has partnered with RTA which provides bus routes in the Northern portion of the County. They have had several service changes as well. The County has also spoken with WMATA about the Better Bus redesign and their partnership with them. Prince George's County is also happy to announce the FY22 loan awards where they were awarded \$5.5 million for infrastructure and most recently was awarded \$25 million in FY 22 as part of the bus and bus facilities. In addition, the County anticipates purchasing approximately 20 additional electric busses. They are currently able to charge 12 vehicles in their main garage but look to expand with these funds to include a micro grid to set up a charging system. Prince George's County continues to work on the zero-emission bus transition plan.

b. Montgomery County

XI. Good of the Order (Chair)

XII. Closing Remarks (Director, Washington Area Transit Office)

