

June 22, 2017

The Honorable Muriel Bowser  
Mayor of the District of Columbia  
1350 Pennsylvania Avenue, NW  
Washington, DC 20004

The Honorable Larry Hogan  
Governor of Maryland  
100 State Circle  
Annapolis, Maryland, 21401

The Honorable Terry McAuliffe  
Governor of Virginia  
1111 East Broad Street  
Richmond, VA 23219

The Honorable Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE 20590

Dear Mayor Bowser, Governor Hogan, Governor McAuliffe, and Secretary Chao:

As leaders of regional civic and business organizations, we write to urge the signatories of the governing compact of the Washington Metropolitan Area Transit Authority (WMATA) to take bold and innovative action to reform our regional transit system. It is our view that such action is essential to put Metro on a sustainable path. Specifically, we believe that these reforms must include changes to WMATA's governance, funding, and operations.

Metro is the lifeblood of our region. Our regional transit system connects our major transportation hubs, creates walkable urban places, enhances both bicycling and walking as commuting options, and has been the DMV's best example of regional cooperation.

Metro is, however, in a state of crisis.

For more than a decade, the business and civic community has been calling for action to reform Metro with no success. Two recent developments give us confidence that the time for reform is now.

- Recent proposals have been embraced by various regional stakeholders, including key institutional players such as WMATA's management, the Metropolitan Washington Council of Governments (MWCOG) as well as influential Members of Congress.

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- The recent appointment of former U.S. Department of Transportation Secretary Ray LaHood to perform an independent review of WMATA is welcomed by the business and civic community. We believe his efforts will help build consensus for a comprehensive set of reforms that will serve as the basis for legislative action in both states, the City, and the federal government.

We reiterate our strong conviction that any reform effort must include reforms to WMATA's governing, financial, and operational structures. Reform of any one structure alone will not be sufficient. For instance, additional funding for Metro will only be beneficial if it is accompanied by structural changes that give WMATA's board the flexibility to effectively allocate resources and staff the flexibility to leverage additional resources to make operational improvements.

Our organizations believe the following changes are critical to WMATA's long term success:

#### Governance Reforms

- Right size the WMATA board
- Require directors to have expertise in specialized areas, including transit operations, management, finance and safety
- Ensure that the sole fiduciary responsibility of the Board of Directors is to the organization

#### Funding

- Require multi-year commitments from funding jurisdictions for operating funds
- Identify a dedicated funding source for capital improvements (to allow for borrowing)
- Secure a continuing funding commitment from the federal government

#### Operations

- Implement service and operating changes to improve safety, reliability and ongoing operational savings

The ridership and employer community of the Metro DC region is aligned in its call to reform WMATA. We commend you for recognizing the important role that WMATA plays in our region and for your commitment to taking action to ensure that WMATA is put on a path towards long-term sustainability and success. As a region, we have an opportunity and a responsibility

to fix Metro. That fix relies on changes to WMATA's governing structure, operating model, and funding arrangement.

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We look forward to continuing to work with you and others in the region to move WMATA reform forward. Working together, we can once again make WMATA a model for regional coordination and the cornerstone of our thriving regional economy.

Sincerely,

Federal City Council

Greater Washington Board of Trade

The 2030 Group

The Apartment and Office Building Association of Metropolitan Washington (AOBA)

The Consortium of Universities

The DC Building Industry Association

DC Chamber of Commerce

The Northern Virginia Transportation Alliance

Northern Virginia Chamber of Commerce

The Prince William Chamber of Commerce

Greater Springfield Chamber of Commerce

Virginia Chamber of Commerce

Montgomery County Chamber of Commerce

Prince George's Chamber of Commerce

The Greater Bethesda Chamber of Commerce

Greater Silver Spring Chamber of Commerce

Maryland Chamber of Commerce

Greater Washington Hispanic Chamber of Commerce

Arlington Chamber of Commerce

Greater Reston Chamber of Commerce

Greater McLean Chamber of Commerce

