

**November 16<sup>th</sup>, 2023**

Mayor Muriel E. Bowser  
1350 Pennsylvania Avenue, NW  
Washington DC, 20001

Governor Wes Moore  
100 State Circle  
Annapolis, MD 21401

Governor Glenn A. Youngkin  
Office of the Governor P.O. Box 1475  
Richmond, VA 23218

Re: Delivering WMATA's Future Through Governance Reform and Regional Collaboration

Dear Mayor Bowser, Governor Moore and Governor Youngkin,

The undersigned organizations are disheartened over the fact that WMATA's Inspector General, Rene Febles, was forced to resign—for doing his job and for exposing that WMATA was not providing the resources his office needed to meet federally mandated requirements.

Over the last decade the Federal City Council, and the Northern Virginia Chamber of Commerce, have fought to deliver more local and federal funds to WMATA. These efforts coincided with a call for increased accountability, starting with stronger independent oversight. We fought hard for this enhanced oversight, and we were not alone in our call.

In 2017, former US Department of Transportation Secretary LaHood recommended strengthening WMATA's oversight after WMATA failed to deliver basic safety for its riders, including for Carol Glover, who lost her life when smoke filled a tunnel at L'Enfant Station in 2015. In response, the U.S. Congress strengthened the independence of WMATA's Office of the Inspector General with the Infrastructure Investment and Jobs Act of 2021, which President Biden signed into law on November 15, 2021. These and other oversight bodies were created because, quite frankly, WMATA was not deemed trustworthy.

Today, the agency faces an imminent existential fiscal reckoning. We cannot let WMATA collapse. We cannot fail our workers, our residents and the most vulnerable members of our community. But we cannot equate support for these communities with acceptance of paying more for WMATA to deliver the status quo, especially in a climate of reduced local revenues. WMATA leadership's lack of discipline in fulfilling the mandated oversight functions of an Inspector General proves that there is no top-level commitment to doing the hard work to set WMATA on a path to long-term success.

To be of better service to our community, Metro must be reformed, and our region's leaders must be willing to put everything on the table. An executive or federally chartered independent, fully

resourced commission would establish the necessary trust to make a fact-based determination of how additional investment would set WMATA on a path to long-term success. Dedicated funding could be paired with top-to-bottom reforms of operations and governance to improve WMATA's ability to deliver competitive, high-quality service, innovate and drive efficiencies, control costs, explore alternative complementary revenue streams and proactively manage risk and safety.

With our regional economy at stake and with WMATA facing fiscal doom, the time to act is now. We again must come together to ensure WMATA's continued success, but this time we must prioritize sound governance to secure buy-in, both literal and figurative, from our regional and federal leaders.

We look forward to discussing your ideas for how we can once and for all save WMATA.

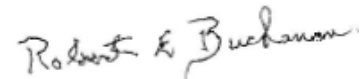
Sincerely,



Anthony A. Williams  
CEO and Executive Director  
Federal City Council



Julie Coons  
President and CEO  
Northern Virginia Chamber of Commerce



Bob Buchanan  
Former CEO and Founder  
2030 Group

cc: President Joseph R. Biden

The Honorable Benjamin L. Cardin

The Honorable Chris Van Hollen

The Honorable Tim Kaine

The Honorable Mark R. Warner

The Honorable Eleanor Holmes Norton

The Honorable C.A. Dutch Ruppertsberger

The Honorable John P. Sarbanes

The Honorable Glen Ivey

The Honorable David Trone

The Honorable Kweisi Mfume

The Honorable Jamie Raskin

The Honorable Robert J. Wittman

The Honorable Abigail Spanberger

The Honorable Don Beyer

The Honorable Jennifer Wexton

The Honorable Steny H. Hoyer

Jeff Zients, Chief of Staff to the Honorable President Joseph R. Biden

Secretary Pete Buttigieg, United States Department of Transportation

Chairman Phil Mendelson, Council of the District of Columbia

Councilman Charles Allen, Council of the District of Columbia, Chair of the Committee on Transportation and the Environment

Lieutenant Governor Aruna Miller, State of Maryland

County Executive Angela Alsobrooks, Prince George's County, Maryland

County Executive Marc Elrich, Montgomery County, Maryland

Bill Ferguson, President of the Senate, Maryland General Assembly

Adrienne Jones, Speaker of the House, Maryland General Assembly

Marc Korman, Chair of the Environment and Transportation Committee, Maryland House of Delegates

Lieutenant Governor Winsome Sears, Commonwealth of Virginia

Scott Surovell, Senate Leader of the Commonwealth of Virginia

Don L. Scott Jr., Speaker-Designee of the Virginia House of Delegates

Paul Smedberg, Chairman of the WMATA Board of Directors

Randy Clarke, CEO and General Manager of WMATA

Clark Mercer, CEO of MWCOG

Glen Lee, Chief Financial Officer of the District of Columbia

Kate Mattice, CEO of the Northern Virginia Transportation Commission