

**Congress of the United States**  
**House of Representatives**

COMMITTEE ON OVERSIGHT AND REFORM

2157 RAYBURN HOUSE OFFICE BUILDING

WASHINGTON, DC 20515-6143

MAJORITY (202) 225-5051  
MINORITY (202) 225-5074

<http://oversight.house.gov>

October 30, 2019

Mr. Paul Wiedefeld  
General Manager and Chief Executive Officer  
Washington Metropolitan Area Transit Authority  
600 5th Street, N.W.  
Washington, D.C. 20001

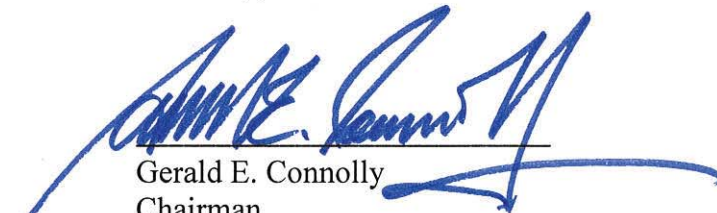
Dear Mr. Wiedefeld:

Enclosed are post-hearing questions that have been directed to you and submitted to the official record for the hearing that was held on Tuesday, October 22, 2019, titled "Metro: Report Card for America's Subway."

In order to ensure a complete hearing record, please return your written response to the Committee on or before Wednesday, November 13, 2019, including each question in full as well as the name of the Member. Your response should be addressed to the Committee office at 2157 Rayburn House Office Building, Washington, D.C. 20515. Please also send an electronic version of your response by email to Amy Stratton, Deputy Clerk, at [Amy.Stratton@mail.house.gov](mailto:Amy.Stratton@mail.house.gov).

Thank you for your prompt attention to this request. If you need additional information or have other questions, please contact Elisa LaNier, Chief Clerk, at (202) 225-5051.

Sincerely,



Gerald E. Connolly  
Chairman  
Subcommittee on Government Operations

Enclosure

cc: The Honorable Mark Meadows, Ranking Member

**Questions for Mr. Paul Wiedefeld  
General Manager and Chief Executive Officer, Washington Metropolitan Area Transit  
Authority**

**Questions from Chairman Gerald E. Connolly**

October 22, 2019, Hearing: "Metro: Report Card for America's Subway"

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1. How can WMATA expect to deliver comparable bus service to riders using a contractor when the contract workforce receives lower wages and is more susceptible to higher turnover than the WMATA workforce?
2. We have received reports of more frequent and lengthier delays under private sector contractor Transdev's operations. Has WMATA established metrics for evaluating contract bus service under Transdev, and how does that service compare to bus service conducted by WMATA employees?
3. Recent significant disruptions to several Northern Virginia bus routes indicate that Transdev has failed to uphold its contractual obligation to provide adequate bus service on WMATA routes. How has Transdev fallen short of its contractual obligations to provide bus services along these routes?
4. What are the contractual penalties or repercussions for Transdev during this recent disruption in service?
5. Did WMATA evaluate the risk of closed bus routes on contractor-managed routes when it privatized bus service operating out of the Cinder Bed facility? What contingency plans did WMATA put in place for such an event?

## **Questions for the Record – Submitted by Representative Glenn Grothman**

Subcommittee on Government Operations

Hearing: “Metro Report Card for America’s Subway”

Hearing Date: October 22, 2019

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### **Questions for Mr. Wiedefeld**

1. Please provide a detailed description of the retirement benefits offered to WMATA employees, including any differences between benefits offered to union employees and non-union employees.
  - a. What, if any, changes has WMATA made to these benefits since FY 2015?
  - b. How many years do you have to work to receive full benefits?
  - c. How many individuals currently receive defined benefits?
  - d. What is the age and years of service breakdown for individuals receiving defined benefits?
2. Based on WMATA’s FY 2020 budget’s Human Capital Summary appendix, the line item of “Pension - Defined Benefit” has increased by about 22 percent from about \$151 million in FY 2018 to \$184 million in the FY 2020. What factors are contributing to this increase?
3. Based on your FY 2020 budget’s Human Capital Summary appendix, Average Annual Pay is \$90,673. Can you provide details on how WMATA employee compensation rates compare to national averages for comparable skill sets and job descriptions, and how WMATA’s compensation rates are formulated across the current workforce?
4. DC recently passed legislation that decriminalizes fare evasion, an issue reportedly costing WMATA about \$36 million in lost revenue this year alone. How is WMATA accounting for this lost revenue? To what extent has fare evasion increased since this legislation has passed?
5. According to your FY 2020 budget’s Sources of Funds Summary, passenger fares and parking revenue will comprise an estimated \$723 million of the combined \$3.6 billion in FY 2020 funds for both the operating and capital budget. As such, these revenues will only make up about 20 percent of the total funding sources. How does WMATA plan on increasing revenue from passenger fares in order to fund more of the annual budget need?
6. WMATA recently achieved dedicated funding commitments from DC, Maryland, and Virginia. What steps is WMATA taking to openly document the methods to calculate each contributing jurisdiction’s obligations and demonstrate how their funding share is being allocated to specific expenses and capital investments?