



Creating A Sustainable Metro System

Jason Stanford, President

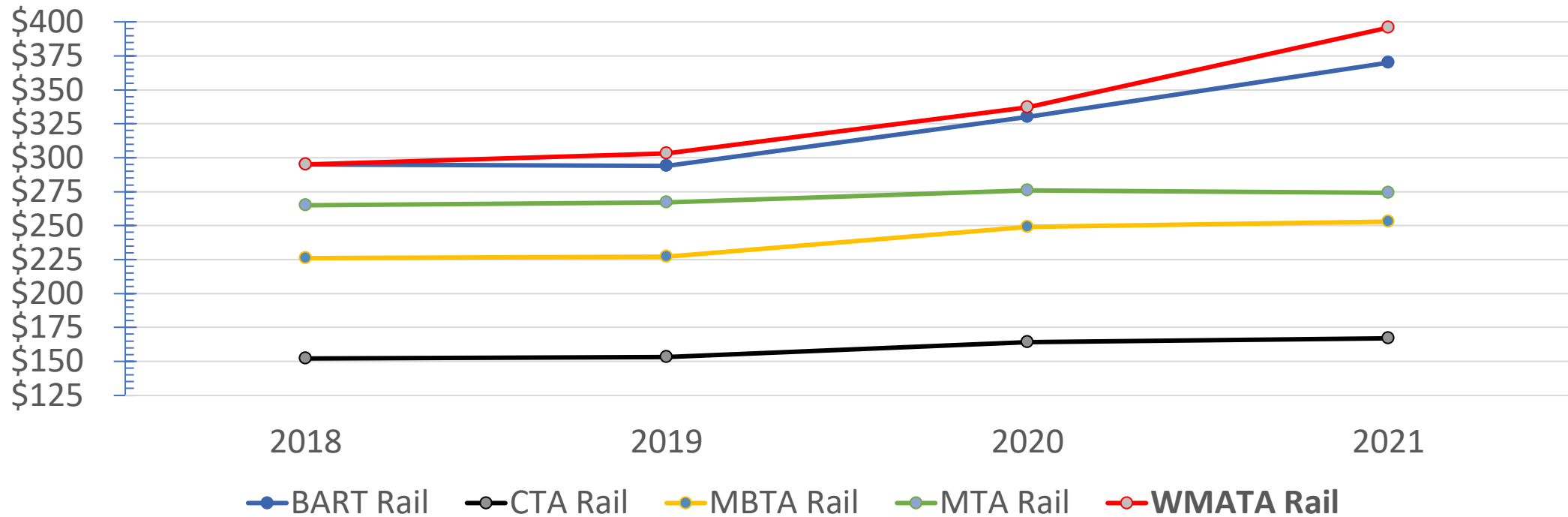


Key Challenge #1

Cost Efficiency

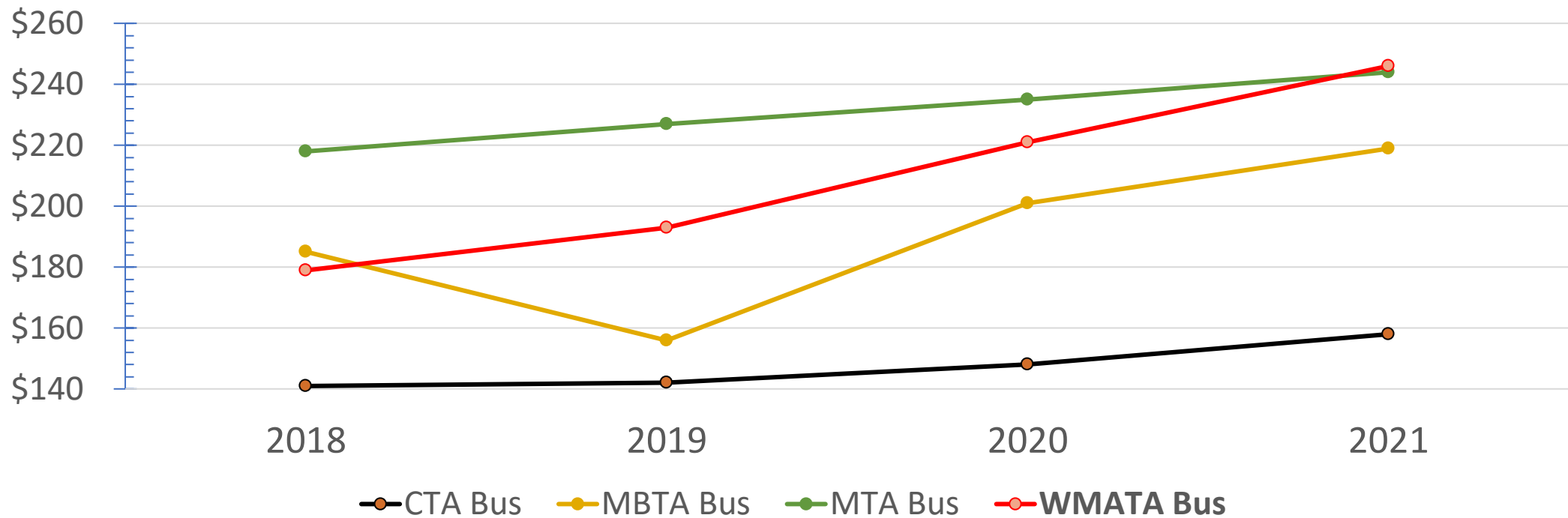
WMATA's Rail Cost-Per-Service-Hour is High

Peer Agency Comparison - Rail Cost Per Service Hour



WMATA's Bus Cost-Per-Service-Hour is High

Peer Agency Comparison - Bus Cost Per Service Hour



Overtime Cost Example

\$170 Million -
FY2023 Overtime
Costs

\$81 Million or
91% Over
Budgeted Amount

\$55 Million or
47% Increase Over
FY2022



Key Challenge #2

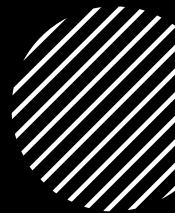
Level of Service

LaHood Report
Recommendation
#2: Offer Service
that Matches
Actual Demand

- “For both bus and rail, WMATA has offered more service – more buses and train cars running more hours on more routes – than its peer transit agencies.”
- “The situation with Metrobus is different. Service levels have been high going back at least 15 years, and there is no indication bus ridership will grow to match the current level and pattern of service. For these and other reasons a major reset of the WMATA bus system is needed.”



2019 vs 2023 Service Comparison



More trains run per day than
47-year history of Metro



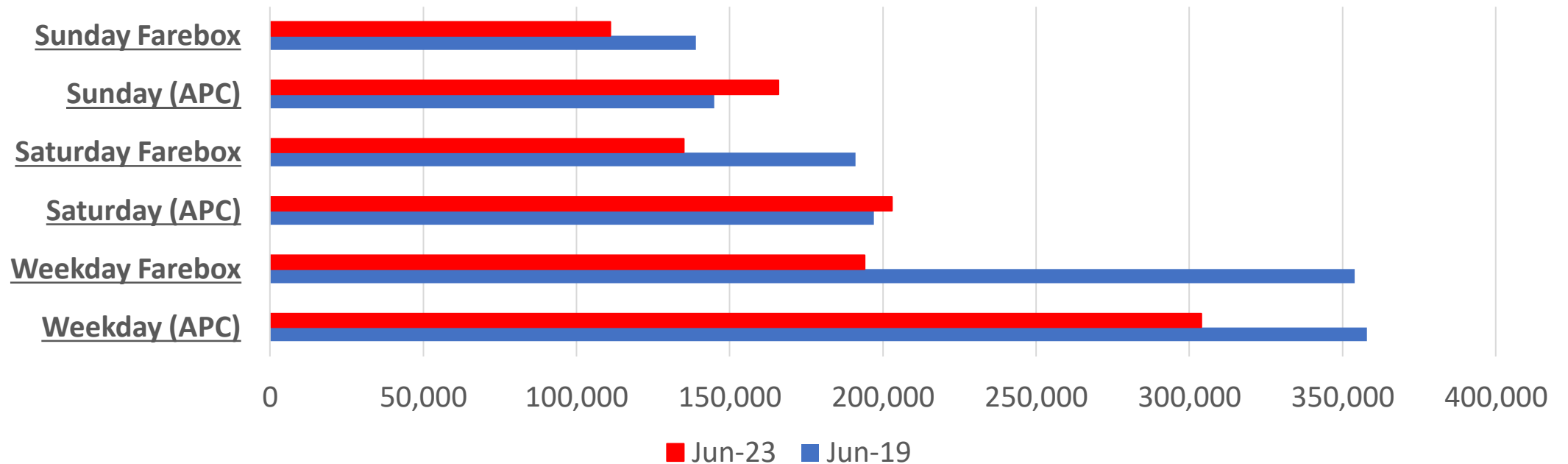
101% of pre-COVID service on
weekdays



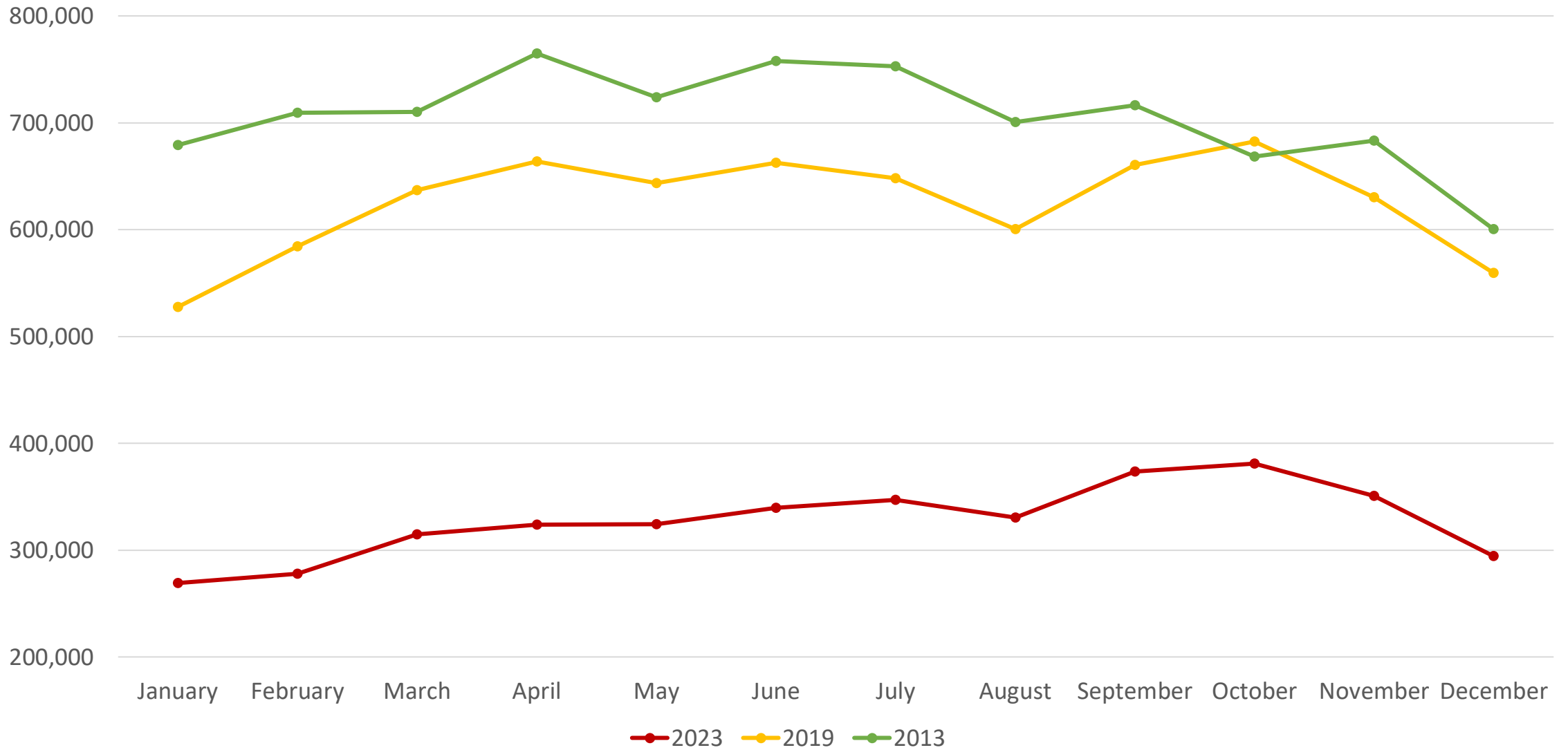
117-133% of pre-COVID
service on weekends

Metrobus Farebox still down 36%

Bus Farebox Collection and Ridership Comparison
June 2019 to June 2023

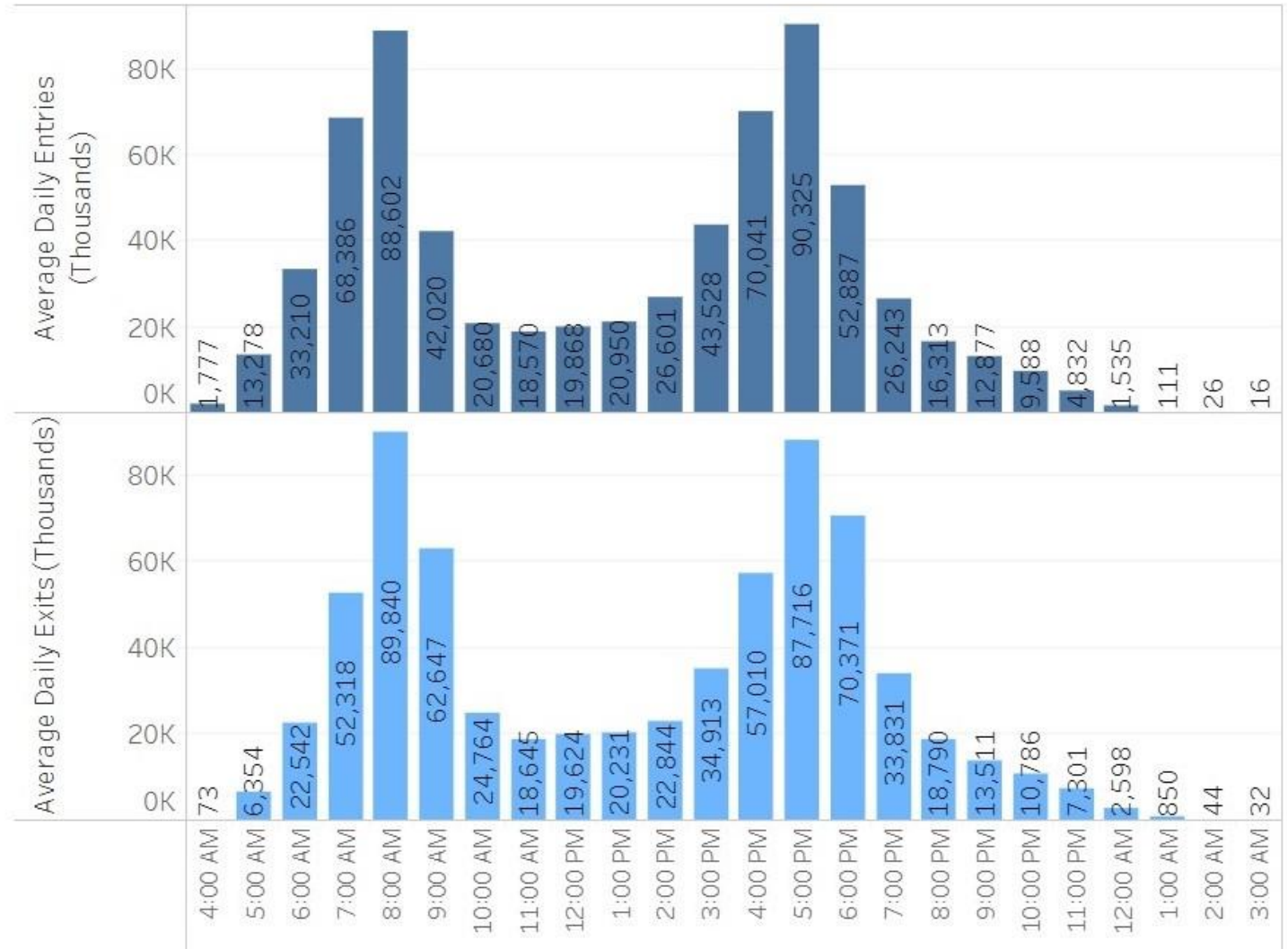


Metrorail Average Weekday Ridership



October 2019 Metrorail

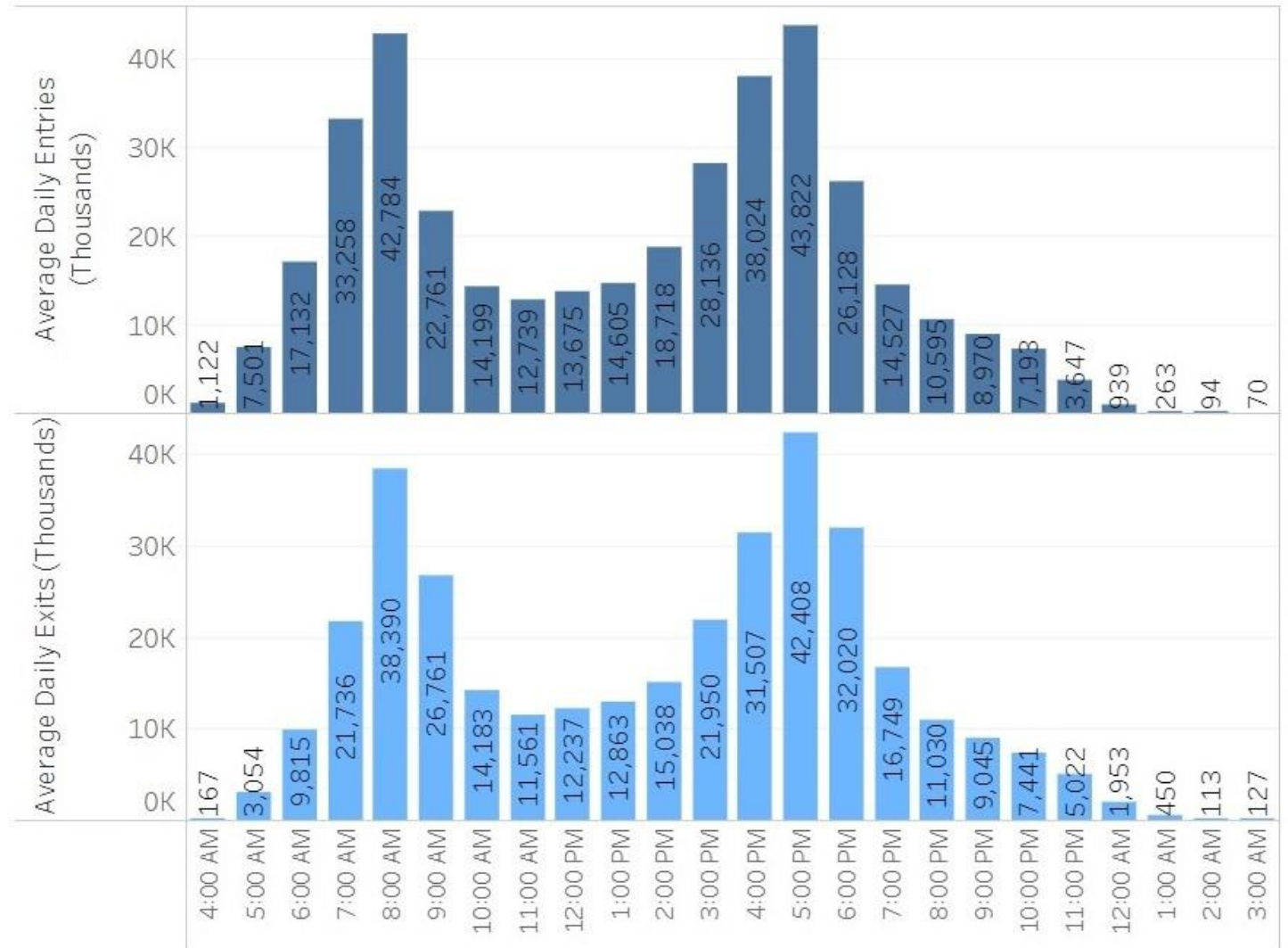
Average Daily Entries and Exits by Hour of Day



October 2023 Metrorail

- 66% of rail ridership is still during peak period
- Overall demand is lower, but pattern is similar to pre-pandemic despite frequent service all day

Average Daily Entries and Exits by Hour of Day





Key Challenge #3

Trust and Accountability

One-Time Savings:
\$95M

- All savings identified by WMATA are carry-over of unspent federal allocations

Annual Savings offset
by revenue forecast
changes

- Savings of \$50m per year
 - No reduction in FTEs
 - Most savings identified are from removing duplicative processes

TRANSPORTATION

Metro inspector general resigns one day after releasing critical audit

Rene Febles is Metro's second inspector general to leave after raising concerns about his office's autonomy and its ability to hold Metro accountable



By [Justin George](#)

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Metro Needs More than Funding

- Operating costs growing faster than jurisdictional revenue
- Continue focus on reducing costs to match peer agencies
- Better optimizing service to match demand
- Strengthen OIG and Secure Independence
- Executive appointed Accountability Commission to oversee IG and focus on cost reductions and implementation of WMATA efficiency commitments to provide trust

