Creating A Sustainable Metro System

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NORTHERN VIRGINIA TRANSPORTATION ALLIANCE
MAKING BETTER WAYS...
Key Challenge #1

Cost Efficiency
WMATA’s Rail Cost-Per-Service-Hour is High

Peer Agency Comparison - Rail Cost Per Service Hour

- BART Rail
- CTA Rail
- MBTA Rail
- MTA Rail
- WMATA Rail
WMATA’s Bus Cost-Per-Service-Hour is High

Peer Agency Comparison - Bus Cost Per Service Hour

- CTA Bus
- MBTA Bus
- MTA Bus
- WMATA Bus
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.”
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%
October 2019
Metrorail
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
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