



**Finance & Administration Committee**

**Information Item IV-B**

**February 18, 2010**

**FY2011 Budget Discussion**



# WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

## Proposed Budget for Fiscal Year 2011 July 1, 2010 – June 30, 2011

Finance & Administration Committee

February 18, 2010



## Purpose

- To present the General Manager's Proposed FY2011 \$1.4 billion Operating Budget



## FY2011 Preliminary Budget

- **Expenditures** have grown from increased labor and fringe costs, higher insurance and liability payments, and Metro Access growth
- **Revenues** have decreased due to the current economic situation and its impact on ridership and advertisers
- The overall **subsidy** contributions from jurisdictions anticipated to remain at current levels
- It is anticipated that an additional **contribution** will come from the federal government or other sources
- Metro has proposed revenue and expenditure **initiatives** to close budget gap



# Revenue History

## Ridership / Revenue

(In Thousands)	2005	2006	Actuals 2007	2008	2009	Approved Budget 2010
<b><u>Metrorail</u></b>						
Ridership	195,186	205,604	207,906	215,314	222,858	230,756
<i>Growth</i>		5.3%	1.1%	3.6%	3.5%	3.5%
Passenger Revenue	\$ 373,330	\$ 398,548	\$ 404,838	\$ 428,204	\$ 506,152	\$ 525,939
<b><u>Metrobus</u></b>						
Ridership	126,754	130,895	131,490	132,849	133,774	139,662
<i>Growth</i>		3.3%	0.5%	1.0%	0.7%	4.4%
Passenger Revenue	\$ 100,598	\$ 103,856	\$ 104,620	\$ 106,188	\$ 111,311	\$ 116,678
<b><u>MetroAccess</u></b>						
Ridership	1,254	1,356	1,472	1,722	2,108	2,100
<i>Growth*</i>		8.1%	8.6%	17.0%	22.4%	-0.4%
Passenger Revenue	\$ 2,826	\$ 2,994	\$ 2,950	\$ 3,271	\$ 3,522	\$ 4,100
<b><u>TOTAL</u></b>						
Ridership	323,194	337,855	340,868	349,885	358,740	372,518
<i>Growth</i>		4.5%	0.9%	2.6%	2.5%	3.8%
Passenger Revenue	\$ 476,754	\$ 505,397	\$ 512,407	\$ 537,663	\$ 620,984	\$ 646,717

\* Method for calculating MetroAccess ridership was adjusted in 2009 to reflect passengers versus trips.



# Expense History

## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY SUBSIDIZED BY ACCOUNT

	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Actual 2009	Budget 2010
Millions							
<b>EXPENSES</b>							
Salary/Wages	\$524	\$555	\$592	\$616	\$634	\$670	\$668
Fringe	\$153	\$168	\$188	\$216	\$241	\$267	\$284
ADA Contract	\$37	\$41	\$51	\$56	\$65	\$79	\$79
Services	\$40	\$45	\$51	\$50	\$57	\$74	\$84
Materials & Supplies	\$60	\$68	\$71	\$68	\$80	\$82	\$73
Fuel & Propulsion Power	\$43	\$56	\$69	\$74	\$75	\$99	\$109
Utilities	\$24	\$28	\$31	\$32	\$36	\$44	\$48
Casualty & Liability	\$12	\$9	\$11	\$13	\$18	\$28	\$25
Leases & Rentals	\$4	\$5	\$5	\$6	\$5	\$4	\$5
Miscellaneous	\$4	\$4	\$5	\$4	\$4	\$4	\$5
Reimbursements/Other	(\$3)	(\$3)	(\$3)	(\$3)	(\$4)	(\$3)	(\$4)
<b>Total Expenses</b>	<b>\$898</b>	<b>\$977</b>	<b>\$1,069</b>	<b>\$1,131</b>	<b>\$1,213</b>	<b>\$1,347</b>	<b>\$1,374</b>
		9%	9%	6%	7%	11%	2%

- Operating expenses - excludes PM and other one-time items



## FY2011 Operating Budget

- \$175.4 million gap between revenues and expenditures projected in December
- The gap in the proposed budget is currently \$189.2 million
  - Revenues adjusted by a net of \$0.4 million
  - Technical correction to bus and rail hours, resulting in a change of \$2 million
  - Full costs of anticipated arbitration awards (\$16.2 million) will increase amount of service reductions, or other cost-savings measures, required

In Millions	Subsidy Impact
Initial Budget Gap	\$175.4
Net Revenue Adjustments	-\$0.4
Net Change in Pay Hours	-\$2.0
Increase for 689/922 Binding Arbitration (2%)	\$16.2
Gap	\$189.2



# Baseline Highlights

<i>(In Millions)</i>	Actual 2009	Approved Budget 2010	Preliminary December 2011	Baseline Budget 2011	Proposed Budget 2011	App10 vs Pro11 Change
<b>REVENUES</b>						
Passenger Revenues	\$628.8	\$652.6	\$635.0	\$633.6	\$712.1	\$59.6
Non-Passenger	\$130.4	\$131.2	\$87.1	\$88.8	\$88.8	-\$42.4
<b>Total</b>	<b>\$759.2</b>	<b>\$783.7</b>	<b>\$722.1</b>	<b>\$722.4</b>	<b>\$800.9</b>	<b>\$17.2</b>
<b>EXPENSE</b>						
Personnel	\$937.0	\$952.6	\$1007.4	\$1021.5	\$990.9	\$38.2
Non-Personnel	\$410.0	\$421.9	\$467.5	\$467.5	\$427.4	\$5.6
<b>Total</b>	<b>\$1347.0</b>	<b>\$1374.5</b>	<b>\$1474.8</b>	<b>\$1489.0</b>	<b>\$1418.3</b>	<b>\$43.8</b>
PM/Reserves/Other	\$20.7	\$44.0	\$30.7	\$30.7	\$70.7	\$26.7
Subsidy	\$567.2	\$546.7	\$722.1	\$735.9	\$546.7	\$0.0
Gap			-\$175.4	-\$189.2	\$0.0	



# Closing the Gap

## Proposed Metro FY2011 Budget Gap Closing Actions

In Millions	Subsidy Impact
Gap	\$189.2
Fare Increase	\$89.2
Bus Service Reductions (net of revenue loss)	\$18.3
Rail Service Reductions (net of revenue loss)	\$15.4
Manage ADA Demand Growth	\$10.0
Departmental Reductions	\$16.3
Additional Subsidy	\$40.0
Net Gap	\$0.0



# Proposed Fare Increases

Fare Category (in millions)					Revenue	Ridership
METRORAIL	Current	Proposed	Change	%		
<b>Increase Peak fares</b>						
Increase peak period boarding charge	\$ 1.65	\$ 1.90	\$ 0.250	15%		
Increase 1st Tier of peak period mileage charge	\$ 0.26	\$ 0.30	\$ 0.039	15%		
Increase 2nd Tier of peak period mileage charge	\$ 0.23	\$ 0.27	\$ 0.035	15%		
Increase the Max peak period fare	\$ 4.50	\$ 5.00	\$ 0.500	11%		
<b>Sub-total</b>					\$42.00	(2.9)
Implement Peak-of-the-Peak pricing			\$ 0.10		\$5.00	(0.4)
<b>Increase Off-peak fares</b>						
<i>Boarding Charge</i>	\$ 1.35	\$ 1.55	\$ 0.200	15%	\$7.80	(1.6)
<i>1st Tier</i>	\$ 1.85	\$ 2.10	\$ 0.250	14%	\$3.50	(0.4)
<i>2nd Tier</i>	\$ 2.35	\$ 2.70	\$ 0.350	15%	\$3.50	(0.4)
Incr. pass prices proportionally with boarding charge				15%	\$0.60	
Reduce the Rail-to-bus transfer period - 3 hrs. to 2 hrs.				15%	\$1.80	(1.2)
<b>TOTAL:</b>					<b>\$64.20</b>	<b>(6.9)</b>
<b>METROBUS</b>						
Increase the boarding charge	\$ 1.25	\$ 1.50	\$ 0.25	20%	\$11.00	(3.5)
Increase the boarding charge on express buses	\$ 3.10	\$ 3.75	\$ 0.65	21%	\$1.50	(0.1)
Increase the bus fare on the Dulles to BWI shuttles	\$ 3.10	\$ 6.00	\$ 2.90	94%	\$1.20	(0.2)
Increase the bus pass price	\$ 11.00	\$ 15.00	\$ 4.00	36%	\$6.00	(1.0)
Reduce bus-to-bus transfer period from 3 hrs to 2 hrs.					\$4.00	(3.4)
<b>Total:</b>					<b>\$23.70</b>	<b>(8.2)</b>
<b>METROACCESS</b>						
Increase the MetroAccess fare	\$ 2.50	\$ 3.00	\$ 0.50	20%	\$1.10	
<b>Total:</b>					<b>\$1.10</b>	
<b>OTHER</b>						
Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00	186%	\$0.20	
<b>Total:</b>					<b>\$0.20</b>	
<b>Total:</b>					<b>\$89.20</b>	<b>(15.1)</b>



# Transfer Periods

## Transfer Policy

System	Bus Fares	Bus to Bus	Bus to Rail	Bus to Subway	Current Policy
Atlanta	\$ 2.00	Y	Y	N/A	max. 4 bus/rail transfers within a 3 hour time frame
Baltimore	\$ 1.60	Y	Y*	Y*	*Bus to rail/subway transfers would require the purchase of a special tax (\$3.50). Otherwise, you would pay \$1.50 everytime you transfer from bus to rail/subway.
Boston	\$ 1.25	Y	N	Y	Offer 2 hour window for transfer
Chicago	\$ 2.25	Y	Y	Y	Offer 2 hour window for transfer
New York	\$ 2.25	Y	Y	Y	Offer 2 hour window for transfer
Philadelphia	\$ 2.00	Y	N	N/A	Offer 2 hour window for transfer
Washington Metro	\$ 1.25	Y	Y	N	Offer 3 hour window for transfer



## Proposed Bus and Rail Service Reductions

- Proposed service changes include:
  - Making seasonal adjustments to service to meet demand
  - Increasing headways on rail and bus service
  - Closing mezzanines and rail stations during periods of low utilization
  - Later opening times for rail service
  - Modifying late night rail and bus service
  - Elimination of some low productivity, overlapping, and low ridership bus services



## Proposed MetroAccess Growth Management

- Paratransit savings of \$10 million will be achieved through:
  - Align MetroAccess service area with the ADA definition in terms of service hours and the  $\frac{3}{4}$ -mile corridor around fixed-route services
  - Align MetroAccess fare structure to the maximum allowed under the ADA definition (twice the equivalent fixed-route fare)
  - Align Free Ride Program with conditional eligibility, grandfathering current participants



# Proposed Departmental Reductions

	GM	CPO	COUN	DGM OPER	OPRS	MTPD	CAO	CIO	HR	PLJD	CFO	CSAC	Total
In Thousands													
Reductions to the FY2011 Baseline Budget:													
Salary	\$0	\$0	\$0	\$193	\$471	\$587	\$308	\$1,013	\$0	\$0	\$1,478	\$543	\$4,592
Wages	\$0	\$0	\$0	\$0	\$2,844	\$0	\$0	\$0	\$0	\$0	\$574	\$0	\$3,418
Overtime	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fringe	\$0	\$0	\$0	\$0	\$360	\$59	\$31	\$102	\$0	\$0	\$205	\$61	\$818
Services	\$0	\$266	\$350	\$19	\$2,475	\$0	\$126	\$294	\$270	\$282	\$0	\$0	\$4,083
Materials & Supplies	\$0	\$0	\$0	\$0	\$2,590	\$45	\$3	\$371	\$0	\$55	\$0	\$0	\$3,065
Fuel & Propulsion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Casualty and Liability	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Leases	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134	\$134
Misc.	\$100	\$0	\$7	\$0	\$0	\$0	\$10	\$0	\$32	\$0	\$0	\$0	\$149
<b>Total Reductions</b>	<b>\$100</b>	<b>\$266</b>	<b>\$357</b>	<b>\$212</b>	<b>\$8,739</b>	<b>\$691</b>	<b>\$479</b>	<b>\$1,780</b>	<b>\$302</b>	<b>\$337</b>	<b>\$2,257</b>	<b>\$738</b>	<b>\$16,258</b>

- Reductions in support and overhead functions (service changes excluded)
- Examples include: reduce call center hours and staff, reduce parking contract, eliminate the Senior Leader Development Program, reduce on-call legal services, centralize purchasing and inventory planning
- CAO office is eliminated
- Safety and Auditor General offices exempt from reductions



# Headcount Reduction

## Proposed budget for positions

FY2010 Approved Positions	10,853
FY2011 Baseline Positions	11,027
Departmental Cuts	(88)
Service-Related Cuts-Bus	(115)
Service-Related Cuts-Rail	(110)
<b>FY2011 Proposed Positions</b>	<b>10,714</b>

- 313 positions were cut from the FY2011 baseline budget
- 225 Bus and rail related to proposed service reductions
- 86 Administrative, technical, and operational support
- 2 MTPD



## Additional Subsidy

- U.S. Senate is preparing legislation focused on job creation, and supported by the Administration
- Senate legislation considered in two phases:
  - Package of tax measures considered in the coming weeks
  - Separate package of spending measures to follow
- Additional funding for infrastructure, including transit, is expected in the second package
- Preventive maintenance expected to be an eligible use of any transit funding in jobs bill



## Next Steps-FY2011 Budget Process

### March

- Board Action Item to begin public hearing process

### April

- Any necessary public hearings on fare increases and service reductions
- Board reviews results of public hearings
- Approval of any necessary fare increases and service reductions

### May

- Final review of FY2011 budget issues and recommendations

### June

- Board approval of the FY2011 Budget



# Appendix

## Appendix

- Potential Service Changes, Bus and Rail
- Revenue Summary
- Expense Overview



# Bus – Potential Service Changes

## SUMMARY OF FY 2011 SERVICE CHANGES - DISTRICT OF COLUMBIA, MARYLAND AND VIRGINIA Metrobus System Summary - DRAFT STAFF PROPOSALS

Item	Line/Route	State	R/ N-R	CHANGE	DAY	PLATFORM HOURS			ANNUAL PLATFORM M HOURS	PEAK BUSES	ANNUAL RIDERS LOST	COST	REVENUE	SUBSIDY
						WK	SAT	SUN						
1.0	Headway	Change / Trip Elimination												
1.01	31	DC	R	Eliminate 1st four s/b and 1st six n/b trips	WK	(8)			(2,066)	0	(37,098)	(\$197,854)	(\$29,678)	(\$168,176)
1.02	31	DC	R	Eliminate 1st two round trips	SA		(3)		(170)	0	(3,046)	(\$16,246)	(\$2,437)	(\$13,809)
1.03	62	DC	R	Off-peak headway widening	WK	(5)			(1,173)	0	(21,068)	(\$112,362)	(\$16,854)	(\$95,507)
1.04	64	DC	R	Off-peak and Saturday headway widening	WKSA	(5)	(14)		(2,017)	0	(36,227)	(\$193,208)	(\$28,981)	(\$164,227)
1.05	70	DC	R	Peak period headway widening	WK	(14)			(3,621)	(2)	(65,035)	(\$346,856)	(\$52,028)	(\$294,827)
1.06	80	DC	R	Peak period headway widening	WK	(2)			(459)	(1)	(8,244)	(\$43,968)	(\$6,595)	(\$37,372)
1.07	94	DC	R	Peak period headway widening	WK	(7)			(1,785)	(1)	(32,060)	(\$170,985)	(\$25,648)	(\$145,337)
1.08	52-54	DC	R	Peak period headway widening	WK	(9)			(2,295)	(1)	(41,220)	(\$219,838)	(\$32,976)	(\$186,862)
1.09	B8	DC	N-R	Peak period headway widening	WK	(4)			(944)	(1)	(16,946)	(\$90,378)	(\$13,557)	(\$76,821)
1.10	G2	DC	R	Peak period, Saturday and Sunday headway widening	WKSASU	(5)	(14)	(11)	(2,589)	(1)	(46,491)	(\$247,952)	(\$37,193)	(\$210,760)
1.11	G8	DC	R	Peak period headway widening	WK	(1)			(357)	(1)	(6,412)	(\$34,197)	(\$5,130)	(\$29,067)
1.12	H6	DC	N-R	Off-peak headway widening	WK	(6)			(1,403)		(25,190)	(\$134,345)	(\$20,152)	(\$114,194)
1.13	H8	DC	N-R	Peak period headway widening	WK	(5)			(1,148)		(20,610)	(\$109,919)	(\$16,488)	(\$93,431)
1.14	L1,2	DC	R	Peak period headway widening	WK	(8)			(2,091)	(2)	(37,556)	(\$200,297)	(\$30,045)	(\$170,252)
1.15	N6	DC	R	Saturday headway widening	SA		(10)		(519)		(9,329)	(\$49,753)	(\$7,463)	(\$42,290)
1.16	P6	DC	N-R	Peak period headway widening	WK	(2)			(612)	(1)	(10,992)	(\$58,623)	(\$8,794)	(\$49,830)
1.17	V8	DC	R	Saturday headway widening	SA		(15)		(769)		(13,803)	(\$73,615)	(\$11,042)	(\$62,572)
1.18	W2,3	DC	N-R	Saturday and Sunday headway widening	SASU		(13)	(14)	(1,476)		(26,510)	(\$141,386)	(\$21,208)	(\$120,178)
1.19	A12	MD	R	Widen AM rush and convert 3 late weekday trips to Friday only.	WK	(6)	0	0	(1,404)	(1)	(25,220)	(\$134,509)	(\$20,176)	(\$114,333)
1.20	B24	MD	N-R	Eliminate trip leaving Bowie P&R for New Carrollton Sta. Crofton at 7:54 PM.	WK	(1)	0	0	(128)	0	(2,290)	(\$12,213)	(\$1,832)	(\$10,381)
1.21	C11	MD	R	Eliminate trip leaving Branch Ave. Sta. for Clinton at 7:15 PM.	WK	(1)	0	0	(191)	0	(3,435)	(\$18,320)	(\$2,748)	(\$15,572)
1.22	C22,C26	MD	N-R	Eliminate 2 late trips.	WK	(2)	0	0	(390)	0	(7,007)	(\$37,372)	(\$5,606)	(\$31,767)
1.23	C4	MD	R	Change trip leaving Twinbrook Sta. for P. G. Plaza Sta. at 12:49 AM to Friday only.	WK	(1)	0	0	(152)	0	(2,735)	(\$14,584)	(\$2,188)	(\$12,396)
1.24	D12,D14	MD	R	Eliminate 3 early and 1 late trips.	WSa	(1)	(1)	0	(299)	0	(5,370)	(\$28,637)	(\$4,296)	(\$24,342)
1.25	F12	MD	N-R	Eliminate 3 late trips.	WK	(2)	0	0	(395)	0	(7,099)	(\$37,861)	(\$5,679)	(\$32,182)
1.26	F13	MD	N-R	Eliminate trip leaving New Carrollton Sta. for Wash. Business Park at 7:57 PM.	WK		0	0	0	0	0	\$0	\$0	\$0
1.27	F2	MD	R	Eliminate 1 early and 1 late trip.	WSa	(1)	(1)	0	(232)	0	(4,168)	(\$22,232)	(\$3,335)	(\$18,897)
1.28	H12,13	MD	R	Eliminate 3 late trips.	WK	(1)	0	0	(311)	0	(5,588)	(\$29,800)	(\$4,470)	(\$25,330)
1.29	J1,2	MD	R	Convert 1 J2 trip to Friday only. Eliminate 7 late J2 trips.	WKSASU	(1)	(3)	(2)	(468)	0	(8,399)	(\$44,795)	(\$6,719)	(\$38,076)
1.30	J11,12	MD	N-R	Widen rush. Eliminate 4 late trips.	WKSASU	(3)		(1)	(826)	(1)	(14,839)	(\$79,141)	(\$11,871)	(\$67,270)
1.31	J4	MD	R	Eliminate trip leaving College Park Sta. for Bethesda Sta. at 6:37 PM.	WK	(1)	0	0	(148)	0	(2,656)	(\$14,167)	(\$2,125)	(\$12,042)
1.32	K11,12,13	MD	R	Eliminate 3 early trips and 2 late trips.	WSu	(2)	0	(1)	(442)	0	(7,942)	(\$42,358)	(\$6,354)	(\$36,005)
1.33	K6	MD	R	Convert 2 late weekday trips to Friday only. Eliminate 2 late trips.	WSu	(1)	0	(2)	(375)	0	(6,744)	(\$35,966)	(\$5,395)	(\$30,571)
1.34	P12	MD	R	Eliminate trip leaving Eastover for Addison Rd. Sta. at 12:10 AM.	WK	(1)	0	0	(301)	0	(5,404)	(\$28,823)	(\$4,323)	(\$24,500)
1.35	R2	MD	R	Eliminate 2 early trips.	SaSu	0	(0)	(0)	(49)	0	(881)	(\$4,698)	(\$705)	(\$3,994)
1.36	R4	MD	N-R	Eliminate 3 early trips and 2 late trips.	WKSASU	(0)	(1)	(1)	(130)	0	(2,334)	(\$12,448)	(\$1,867)	(\$10,581)
1.37	T2	MD	N-R	Eliminate trip leaving Friendship Hts. Sta. for Rockville Sta. at 10:51 PM.	WK	(1)	0	0	(128)	0	(2,290)	(\$12,213)	(\$1,832)	(\$10,381)
1.38	V12	MD	R	Eliminate 1 early and 1 late trip.	WSu	(1)	0	(1)	(232)	0	(4,172)	(\$22,251)	(\$3,338)	(\$18,913)
1.39	V14,15	MD	N-R	Eliminate 3 early and 3 late trips.	WKSASU	(0)	(3)	(1)	(339)	0	(6,092)	(\$32,488)	(\$4,873)	(\$27,615)
1.40	Y9/	MD	R	Eliminate 4 late trips.	SUN	0	0	(3)	(146)	0	(2,621)	(\$13,978)	(\$2,097)	(\$11,881)
1.41	16G-W	VA	R	Widen 16G headways to 15 minutes peak, 30 minutes off-peak	WK	(26.00)			(6,630)	(1)	(119,079)	(\$635,088)	(\$95,263)	(\$539,825)
1.42	16G-W	VA	R	Widen 16G headway to 30 minutes	SAT		(28.00)		(1,484)	(2)	(26,654)	(\$142,152)	(\$21,323)	(\$120,830)
1.43	1C/	VA	R	Discontinue last w/b trip (Fairfax Circle)	WK	(0.43)			(110)	0	(1,969)	(\$10,503)	(\$1,576)	(\$8,928)
									(40,802)	(16)	(732,822)	(\$3,908,383)	(\$586,258)	(\$3,322,126)



# Bus – Potential Service Changes

Item	Line/Route	State	R/N-R	CHANGE	DAY	PLATFORM HOURS			ANNUAL PLATFORM HOURS	PEAK BUSES	ANNUAL RIDERS LOST	COST	REVENUE	SUBSIDY
						WK	SAT	SUN						
<b>2.0 Route / Segment Elimination</b>														
2.01	42	DC	R	Eliminate segment from McPherson Sq to 9th & G	WK	(16)			(3,953)	(1)	(70,989)	(\$378,610)	(\$56,791)	(\$321,818)
2.02	42	DC	R	Eliminate segment from McPherson Sq to 9th & G	SA		(8)		(413)		(7,425)	(\$39,600)	(\$5,940)	(\$33,660)
2.03	42	DC	R	Eliminate segment from McPherson Sq to 9th & G	SU			(9)	(485)		(8,702)	(\$46,410)	(\$6,962)	(\$39,449)
2.04	60	DC	R	Eliminate 60. Keep 64	WK	(23)			(5,916)	(2)	(106,255)	(\$566,694)	(\$85,004)	(\$481,690)
2.05	80	DC	R	Eliminate segment from McPherson Sq to Kennedy Center every other trip	WK	(5)			(1,352)		(24,274)	(\$129,460)	(\$19,419)	(\$110,041)
2.06	52-54	DC	R	Eliminate segment from McPherson Sq to L'Enfant Plaza every 3rd trip	WK	(4)			(1,020)		(18,320)	(\$97,706)	(\$14,656)	(\$83,050)
2.07	52-54	DC	R	Eliminate segment from McPherson Sq to L'Enfant Plaza every 3rd trip	SA		(4)		(201)		(3,617)	(\$19,292)	(\$2,894)	(\$16,398)
2.08	L4	DC	R	Eliminate L4. Keep L1,2	WK	(9)			(2,295)		(41,220)	(\$219,838)	(\$32,976)	(\$186,862)
2.09	N3	DC	R	Eliminate N3. Keep N2, N4, N6	WK	(16)			(4,080)	(3)	(73,279)	(\$390,823)	(\$58,623)	(\$332,200)
2.10	P2	DC	N-R	Eliminate P2. Keep P1,6	WK	(21)			(5,432)		(97,553)	(\$520,283)	(\$78,043)	(\$442,241)
2.11	C8	MD	R	Eliminate off-peak and all day Saturday.	WSa	(24)	(79)	0	(10,164)	0	(182,560)	(\$973,654)	(\$146,048)	(\$827,606)
2.12	J1	MD	R	Eliminate segment between Medical Center Sta. and Mont Mall	WK	(12)	0	0	(3,142)	0	(56,425)	(\$300,934)	(\$45,140)	(\$255,794)
2.13	P17 18 19; MD	VA	R	Reroute to Southern Ave. Sta. or Branch Ave. Sta.	WK	(34)	0	0	(8,667)	0	(155,673)	(\$830,255)	(\$124,538)	(\$705,717)
2.14	16G	VA	R	Discontinue; reroute all 16B trips via Pentagon City all day	SUN			(36.38)	(2,074)		(37,244)	(\$198,636)	(\$29,795)	(\$168,841)
2.15	16G-W	VA	R	Discontinue 16H Pentagon City-Crystal City segment	WK	(0.27)			(69)		(1,237)	(\$6,595)	(\$989)	(\$5,606)
2.16	18P,R,S	VA	N-R	Cut back 18R,S to Rolling Valley Mall P&R (retain 18P Pentagon- Burke Centre)	WK	(28.27)			(7,208)	(3)	(129,466)	(\$690,487)	(\$103,573)	(\$586,914)
2.17	1E	VA	R	Discontinue Dominion Hills loop	WK	(0.58)			(2,656)		(2,656)	(\$14,167)	(\$2,125)	(\$12,042)
2.18	23C	VA	R	Discontinue McLean-Langley and Walter Reed Dr./Four Mile Run Dr. segments	WK	(11.68)			(2,978)	(1)	(53,494)	(\$285,301)	(\$42,795)	(\$242,506)
2.19	2T	VA	R	Discontinue Sunday service	SUN			(16.63)	(948)		(17,025)	(\$90,800)	(\$13,620)	(\$77,180)
									(60,544)	(10)	(1,087,415)	(\$5,799,545)	(\$869,932)	(\$4,929,613)
<b>3.0 Line Elimination</b>														
3.01	A9	DC	R	Eliminate line	WK	(25)			(6,452)	(5)	(115,873)	(\$617,989)	(\$92,698)	(\$525,291)
3.02	H1	DC	R	Eliminate line	WK	(19)			(4,922)	(4)	(88,393)	(\$471,430)	(\$70,715)	(\$400,716)
3.03	K1	DC	N-R	Eliminate line	WK	(15)			(3,825)	(2)	(68,699)	(\$366,397)	(\$54,960)	(\$311,437)
3.04	M2	DC	N-R	Eliminate line	WK	(7)			(1,887)	(1)	(33,892)	(\$180,756)	(\$27,113)	(\$153,642)
3.05	N8	DC	N-R	Eliminate line	WK	(41)			(10,506)	(3)	(188,694)	(\$1,006,370)	(\$150,955)	(\$855,414)
3.06	V5	DC	R	Eliminate line	WK	(22)			(5,483)	(6)	(98,469)	(\$525,169)	(\$78,775)	(\$446,393)
3.07	Various	DC	N-R	Eliminate 10 school lines	WK	(25)			(6,375)	(10)	(114,499)	(\$610,661)	(\$91,599)	(\$519,062)
3.08	B27	MD	N-R	Eliminate all service.	WK	(14)	0	0	(3,473)	(2)	(62,379)	(\$332,688)	(\$49,903)	(\$282,785)
3.09	B29,B31	MD	N-R	Eliminate all service.	WK	(13)	0	0	(3,221)	(2)	(57,845)	(\$308,506)	(\$46,276)	(\$262,230)
3.10	C12,C14	MD	R	Eliminate all service. Divert H11,12 via Carriage Hill.	WSa	(38)	(11)	0	(10,184)	(3)	(182,903)	(\$975,482)	(\$146,322)	(\$829,160)
3.11	13A,B	VA	R	Discontinue line (replaced with extension of 16F to Federal Triangle)	WK	(47.07)			(12,003)	(5)	(215,579)	(\$1,149,753)	(\$172,463)	(\$977,290)
3.12	15M	VA	R	Discontinue line	WK	(23.17)			(5,908)	(3)	(106,118)	(\$565,961)	(\$84,894)	(\$481,067)
3.13	17A,B,F,M	VA	N-R	Discontinue line	WK	(58.83)			(15,002)	(7)	(269,439)	(\$1,437,008)	(\$215,551)	(\$1,221,457)
3.14	24T	VA	N-R	Discontinue line	WK	(16.07)			(4,098)	(2)	(73,600)	(\$392,533)	(\$58,880)	(\$333,653)
3.15	3T	VA	R	Discontinue line	WK	(67.17)			(17,128)	(3)	(307,636)	(\$1,640,725)	(\$246,109)	(\$1,394,616)
3.16	3T	VA	R	Discontinue line	SAT		(28.27)		(1,498)		(26,911)	(\$143,523)	(\$21,528)	(\$121,995)
									(111,963)	(58)	(2,010,928)	(\$10,724,951)	(\$1,608,743)	(\$9,116,208)
<b>4.0 Restructure Service</b>														
4.01	E6/M4	DC	N-R	Restructure routes	WK	(15)			(3,825)	(1)	(68,699)	(\$366,397)	(\$54,960)	(\$311,437)
4.02	N2,4,6	DC	R	Restructure off-peak	WK	(6)			(1,530)		(27,480)	(\$146,559)	(\$21,984)	(\$124,575)
4.03	C4,C2,J5	MD	R	Eliminate C4 and late-night C2 trips Wheaton to Twinbrook Reroute J5.	WKSASU	(34)	(26)	(28)	(11,762)	(2)	(211,244)	(\$1,126,636)	(\$168,995)	(\$957,641)
4.04	C8,F4,F6,F	MD	R	Restructure HYATTSVILLE service. Reroute C8, F4, F6, R2	WKSASU	31	0	0	7,938	0	142,574	\$760,395	\$114,059	\$646,336
4.05	R12; T16,1MD	N-R	R	Restructure GREENBELT service.	WSa	(24)	(15)	0	(6,915)	(3)	(124,198)	(\$662,388)	(\$99,358)	(\$563,030)
4.06	R3	MD	NR	Restructure HYATTSVILLE service : Eliminate R3.	WKSASU	(53)	(16)	(15)	(15,291)	0	(274,637)	(\$1,464,732)	(\$219,710)	(\$1,245,022)
4.07	16F	VA	R	Extend to Federal Triangle via Memorial Bridge (replaces 13A,B)	WK	21.83			5,566	3	99,967	\$533,156	\$79,973	\$453,183
4.08	16H	VA	R	Extend 16H to Skyline City to replace portion of 16W	WK	1.47			375	1	6,742	\$35,956	\$5,393	\$30,562
4.09	16W	VA	R	Discontinue 16W	WK	(7.07)			(1,803)	(1)	(32,392)	(\$172,756)	(\$25,913)	(\$146,843)
4.10	18P	VA	N-R	Reroute via Burke Centre VRE Station	WK	1.42			362		6,504	\$34,686	\$5,203	\$29,483
4.11	28T	VA	R	Reroute via Idylwood Rd. loop (replaces portion of 3T); widen headway to 30 mins	WK	(8.00)			(2,040)	(1)	(36,640)	(\$195,412)	(\$29,312)	(\$166,100)
4.12	28X	VA	R	Add 1 AM, 2 PM trips related to 3T and 28T reductions	WK	3.45			880	1	15,801	\$84,271	\$12,641	\$71,631
									(28,045)	(3)	(503,703)	(\$2,686,415)	(\$402,962)	(\$2,283,452)



# Bus – Potential Service Changes

Item	Line/Route	State	R/N-R	CHANGE	DAY	PLATFORM HOURS			ANNUAL PLATFORM HOURS	PEAK BUSES	ANNUAL RIDERS LOST	COST	REVENUE	SUBSIDY
						WK	SAT	SUN						
<b>5.0 Eliminate Overlap with Local Service</b>														
5.01	70	DC	R	Eliminate segment from Half & O to Archives	WK	(10)			(2,601)		(46,716)	(\$249,150)	(\$37,372)	(\$211,777)
5.02	70	DC	R	Eliminate segment from Half & O to Archives	SA		(19)		(1,007)		(18,086)	(\$96,461)	(\$14,469)	(\$81,991)
5.03	70	DC	R	Eliminate segment from Half & O to Archives	SU			(19)	(1,083)		(19,451)	(\$103,741)	(\$15,561)	(\$88,179)
5.04	18E,F	VA	N-R	Discontinue line	WK	(17.75)			(4,526)	(3)	(81,294)	(\$433,569)	(\$65,035)	(\$368,534)
5.05	29K,N	VA	R	Cut back from Royal St. to Landmark; operate 30 peak/60 off-peak	WK	(23.98)			(6,115)	(1)	(109,827)	(\$585,746)	(\$87,862)	(\$497,884)
5.06	29N	VA	R	Cut back from Royal St. to Landmark; retain 60 min. headway all day	SAT		(15.57)		(825)		(14,821)	(\$79,047)	(\$11,857)	(\$67,190)
5.07	38B	VA	R	Terminate at Foggy Bottom Station/Washington Circle	WK	(20.74)			(5,289)	(1)	(94,988)	(\$506,605)	(\$75,991)	(\$430,614)
5.08	38B	VA	R	Terminate at Foggy Bottom Station/Washington Circle	SAT		(15.60)		(827)		(14,850)	(\$79,199)	(\$11,880)	(\$67,319)
5.09	38B	VA	R	Terminate at Foggy Bottom Station/Washington Circle	SUN			(15.00)	(855)		(15,356)	(\$81,900)	(\$12,285)	(\$69,615)
5.10	7A	VA	R	Discontinue Landmark segment - cut back to Lincolnia & Quantrell	SUN			(6.60)	(376)		(6,757)	(\$36,036)	(\$5,405)	(\$30,631)
5.11	7A,F	VA	R	Discontinue Landmark & Lincolnia Hills segment - cut back to Lincolnia & Quantrell	WK	(9.90)			(2,525)		(45,342)	(\$241,822)	(\$36,273)	(\$205,549)
5.12	7A,F	VA	R	Discontinue Landmark & Lincolnia Hills segment - cut back to Lincolnia & Quantrell	SAT		(9.57)		(507)		(9,110)	(\$48,586)	(\$7,288)	(\$41,298)
									(26,536)	(5)	(476,599)	(\$2,541,861)	(\$381,279)	(\$2,160,582)
<b>6.0 Fare Change (In Revenue Section)</b>														
6.01	B30	MD	N-R	Charge special fare of at least \$6.00.	WKSASU	0	0	0	0	0	0	\$0	\$0	\$0
6.02	5A	VA	N-R	Charge special fare of at least \$6.00 to/from airport	WKSASU	0	0	0	0	0	0	\$0	\$0	\$0
									0	0	0	\$0	\$0	\$0
<b>7.0 Reduced Holiday Service</b>														
7.01	Various	DC	R/N-R	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	(20,330)	10,267		(10,063)		(180,738)	(\$963,935)	(\$144,590)	(\$819,345)
7.02	All Lines	MD	R/N-R	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	(15,989)	8,265		(7,725)		(138,738)	(\$739,938)	(\$110,991)	(\$628,948)
7.03	Various	VA	R/N-R	Reduced holiday service on 20 lines for MLK, Presidents, Columbus, Veterans	WK	(13,454)	6,659		(6,795)		(122,039)	(\$650,874)	(\$97,631)	(\$553,243)
									(24,582)	0	(441,515)	(\$2,354,747)	(\$353,212)	(\$2,001,535)
<b>8.0 Weekend Late Night Service</b>														
8.01	Various	DC	R/N-R	Eliminate all remaining late night Friday and Saturday only trips on 20 lines	WKSa	(18)	(88)		(9,218)		(165,559)	(\$882,983)	(\$132,447)	(\$750,535)
8.02	Various	MD	R	Eliminate 32 trips associated with rail hours on Friday and Saturday nights	WSa	(13)	(14)		(1,464)		(26,297)	(\$140,253)	(\$21,038)	(\$119,215)
8.03	16E	VA	R	Discontinue Friday night service after 110X	WK	(3.13)			(163)		(2,923)	(\$15,591)	(\$2,339)	(\$13,252)
8.04	16E	VA	R	Discontinue Saturday night service after 105X	SAT		(2.97)		(157)		(2,827)	(\$15,078)	(\$2,262)	(\$12,817)
8.05	1F	VA	R	Discontinue Friday night service after 1230X	WK	(3.00)			(156)		(2,802)	(\$14,943)	(\$2,241)	(\$12,702)
8.06	7A	VA	R	Discontinue Friday night service after 1230X	WK	(2.92)			(152)		(2,727)	(\$14,545)	(\$2,182)	(\$12,363)
8.07	7A	VA	R	Discontinue Saturday night service after 1200X	SAT		(2.82)		(149)		(2,684)	(\$14,317)	(\$2,148)	(\$12,169)
									(11,460)	0	(205,821)	(\$1,097,709)	(\$164,656)	(\$933,053)
<b>9.0 Seasonal Adjustments</b>														
9.01	Various	DC	R/N-R	Change from weekday to supplemental Saturday service on 4 other days	SAT	(20,330)	10,267		(10,063)	0	(60,246)	(\$321,312)	(\$48,197)	(\$273,115)
9.02	Various	MD	R/N-R	Change from weekday to supplemental Saturday service on 4 other days	WSa	(15,989)	8,265		(7,725)	0	(46,246)	(\$246,646)	(\$36,997)	(\$209,649)
9.03	Various	VA	R/N-R	Change from weekday to supplemental Saturday service on 4 other days	SAT	(13,454)	6,659		(6,795)	0	(40,680)	(\$216,958)	(\$32,544)	(\$184,414)
									(24,582)	0	(147,172)	(\$784,916)	(\$117,737)	(\$667,178)
<b>10.0 Impact of Bus Stop Reduction</b>														
10.01	Various	DC	R/N-R	Reduce bus stops to 5 per mile on four lines	WKSASU	(6,707)	(1,394)	(1,500)	(9,600)	(4)	(172,422)	(\$919,584)	(\$137,938)	(\$781,646)
10.02	Various	MD	R/N-R	Impact of bus stop reduction	WKSASU	(1,257)	(261)	(281)	(1,800)	(3)	(32,329)	(\$172,422)	(\$25,863)	(\$146,559)
10.03	Various	VA	R/N-R	Impact of bus stop reduction	WKSASU	(978)	(203)	(219)	(1,400)	(2)	(25,145)	(\$134,106)	(\$20,116)	(\$113,990)
									(12,800)	(9)	(229,896)	(\$1,226,112)	(\$183,917)	(\$1,042,195)
<b>TOTALS</b>									<b>(341,314)</b>	<b>(101)</b>	<b>(5,835,870)</b>	<b>(\$31,124,640)</b>	<b>(\$4,668,696)</b>	<b>(\$26,455,944)</b>



# Rail – Potential Service Changes

Service Changes (in millions)		Annual Cost Savings	Annual Revenue Loss	Annual Subsidy Savings	Rail Riders Lost
1	Weekend headways reduced to every 15 min during the day on Sat and 20 min on Sunday, and 30 min at night	\$4.11	\$0.61	\$3.50	\$0.36
2	Widen Weekday headways to 15 min midday and 30 min nighttime	\$5.44	\$1.01	\$4.43	\$0.60
3	Reduce service on holidays and holiday season	\$0.14	\$0.00	\$0.14	\$0.00
4	Reduce Weekday Peak service by Operating all 6-car trains; no 8-car trains (reduces peak pull out by 58 cars)	\$6.23	\$3.54	\$2.69	\$1.28
5	Reduce Weekday early morning service between 6 and 6:30 am (widen headways from 6 to 8 min)	\$0.46	\$0.00	\$0.46	\$0.00
6	Restructure peak service on Red Line - 3 min headway Shady Grove to Silver Spring and 6 min Silver Spring to Glenmont	\$0.36	\$0.00	\$0.36	\$0.00
7	Close Additional Mezzanines on Weekends (10 stations with multiple mezzanines)	\$0.67	\$0.00	\$0.67	\$0.00
8	Close 5 stations entrances at 8 pm	\$0.20	\$0.00	\$0.20	\$0.00
9	Close 3 station on weekend	\$0.20	\$0.10	\$0.10	\$0.06
10	Open 1 Hour later on Saturday and Sunday	\$1.47	\$0.85	\$0.62	\$0.51
11	Open system 1/2 hour later on weekdays	\$1.65	\$0.86	\$0.79	\$0.43
12	Close Rail system at 2am on Friday and Saturday nights	\$2.58	\$0.34	\$2.24	\$0.12
13	Close Rail system at 1am on Friday and Saturday nights (cumulative includes #12 above)	\$5.16	\$0.86	\$4.30	\$0.43
14	Close Rail system at Midnight on Friday and Saturday nights (cumulative includes #12&13 above)	\$7.75	\$1.46	\$6.29	\$0.85
15	Reduce Yellow Line on Weekdays late night and on Weekends to a Shuttle between Huntington and King Street	\$1.92	\$0.60	\$1.32	\$0.37
16	Eliminate Yellow Line Extension to Ft Totten	\$1.99	\$0.15	\$1.84	
	<b>Totals for all changes</b>	<b>\$32.59</b>	<b>\$9.19</b>	<b>\$23.40</b>	<b>\$4.46</b>



# Revenue Summary

	Actual	Approved	Preliminary	Baseline	Proposed	App10 vs
<i>(In Millions)</i>	2009	Budget	December	Budget	Budget	Pro11
		2010	2011	2011	2011	Change
Passenger	621.0	647.6	630.0	626.6	626.6	-\$21.0
Other Passenger	7.8	5.0	5.0	7.0	7.0	2.0
Fare Increase				0.0	89.2	\$89.2
Revenue Loss - Service Cuts				0.0	(10.7)	-\$10.7
<b>Total Passenger Revenue</b>	<b>628.8</b>	<b>652.6</b>	<b>635.0</b>	<b>633.6</b>	<b>712.1</b>	<b>59.6</b>
Parking	47.4	50.1	47.3	47.3	47.3	-\$2.8
Charter	0.3	0.0	0.0	0.0	0.0	\$0.0
Advertising	38.3	42.0	13.0	15.0	15.0	-\$27.0
Joint Development	8.2	5.7	5.7	6.5	6.5	\$0.8
Other	21.1	17.9	6.2	4.4	4.4	-\$13.6
Employee Parking	0.2	0.2	0.2	0.2	0.2	\$0.0
Interest	1.0	3.2	0.5	0.5	0.5	-\$2.6
Fiber Optics	14.0	12.1	14.1	14.8	14.8	\$2.8
<b>Total Revenue</b>	<b>759.2</b>	<b>783.7</b>	<b>722.1</b>	<b>722.3</b>	<b>800.9</b>	<b>\$17.1</b>



# Expense Overview

EXPENSES (In Millions)	Actual 2009	Approved Budget 2010	Preliminary December 2011	Baseline Budget 2011	Proposed Budget 2011	App10 vs Pro11 Change
Salary	\$190.0	\$195.4	\$202.0	\$202.6	\$197.3	\$1.9
Wages	\$417.5	\$424.7	\$437.0	\$450.6	\$429.4	\$4.7
Overtime	\$62.1	\$48.3	\$50.1	\$50.1	\$48.4	\$0.1
Fringes	\$267.4	\$284.3	\$318.2	\$318.2	\$315.8	\$31.5
ADA Contract	\$78.5	\$78.9	\$105.9	\$105.9	\$95.9	\$17.0
Other Services	\$74.1	\$83.8	\$89.3	\$89.3	\$83.3	-\$0.5
Materials & Supplies	\$82.3	\$73.1	\$73.4	\$73.4	\$64.8	-\$8.3
Fuel & Propulsion Power	\$98.9	\$108.8	\$107.9	\$107.9	\$92.8	-\$15.9
Utilities	\$44.2	\$47.6	\$47.9	\$47.9	\$47.9	\$0.3
Casualty & Liability	\$27.6	\$24.7	\$37.4	\$37.4	\$37.4	\$12.7
Leases & Rentals	\$4.2	\$4.5	\$4.9	\$4.9	\$4.8	\$0.2
Miscellaneous	\$3.6	\$4.9	\$5.2	\$5.2	\$5.0	\$0.1
Reimbursements	-\$3.5	-\$4.5	-\$4.5	-\$4.5	-\$4.5	\$0.0
	\$1347.0	\$1374.5	\$1474.8	\$1489.0	\$1418.3	\$43.8