

Continued Review of FY2010 Expense and Revenue

Presented to the Board of Directors:

**Finance, Administration and Oversight
Committee**

March 26, 2009





Budget Crosswalk FY2009 to FY2010

\$ Millions	Revenue - Expense =		Subsidy	Budget Gap	
FY2010 Baseline Budget.....	\$777	\$1,466	\$689	\$154	Initial "Budget Gap"
Initial Actions to Close Gap:					
Eliminate 313 Positions		(\$28)			
Reduce Overtime		(\$18)			
Other Management Actions		(\$35)			
subtotal		(\$81)	(\$81)	\$73	Budget Gap as of Jan 8, 2009
Additional Actions to Close Gap:					
Fiber optic revenue	\$1.2				
Defer funding GASB45		(\$4.0)			
Reduce purchased services costs		(\$5.0)			
Prev Maint funding up from \$20.7 to \$30.7		(\$10.0)			
Bus revenue from paper xfer	\$5.0				
Personnel cost assumption change		(\$7.0)			
Wage Settlement		(\$12.0)			
	\$6.2	(\$38.0)	(\$44)	\$29	Budget Gap as of Mar 5, 2009



FY2010 Gap Closing Actions

District of Columbia

Elimination of two routes where there is alternative service available
Minimal headway widening on a several routes
Subsidy gap is eliminated due to other jurisdictional reductions

Montgomery & Prince George's Counties

Headway adjustments, line eliminations, rerouting
Convert some RideOn service to Metrobus
Charge Express Fares on Qualifying Routes
Subsidy is available to close the remaining gap

Alexandria

Headway widening on selected routes
Discontinue some late night and weekend service
Convert some service from Metrobus to ART
Proposes regional rail and bus cuts to close remainder of gap

Arlington

Convert some service from Metrobus to ART
Subsidy is available to close the remainder of the gap

Fairfax County & City of Fairfax

Subsidy is available to close the remainder of the gap

Falls Church

Public Hearing may include elimination of the "George" bus route, operated under separate agreement. Not part of WMATA's Operating Budget, but this reduction achieves Falls Church budget goals



FY2010 Budget Gap

\$29 Million "Budget Gap"

as of Mar 12, 2009

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Current Budget Gap	\$28,751,169	\$4,942,400	\$7,797,600	\$8,194,800	\$916,100	\$2,609,100	\$103,900	\$4,121,400	\$65,869

A. Impact of Bus Service Changes Proposed By:

A1. District of Columbia	(\$1,783,745)	(\$1,239,475)	(\$167,721)	(\$165,373)	(\$35,400)	(\$52,610)	(\$2,401)	(\$117,193)	(\$3,571)
A2. Maryland	(\$9,724,578)	(\$1,839,672)	(\$3,171,787)	(\$3,549,067)	(\$195,374)	(\$286,007)	(\$15,276)	(\$647,579)	(\$19,816)
A3. Alexandria	(\$1,030,882)	(\$154,165)	(\$63,243)	(\$75,415)	(\$534,975)	(\$146,448)	(\$1,171)	(\$53,808)	(\$1,658)
A4. Arlington	(\$1,102,656)	(\$87,836)	(\$40,562)	(\$44,736)	(\$10,136)	(\$882,654)	(\$972)	(\$34,746)	(\$1,014)
Total Service Reductions / Subsidy Impact	(\$13,641,861)	(\$3,321,147)	(\$3,443,314)	(\$3,834,591)	(\$775,886)	(\$1,367,719)	(\$19,820)	(\$853,327)	(\$26,059)

B. Gap Closed By Additional Jurisdictional Subsidy	(\$15,517,601)	(\$2,188,125)	(\$4,354,286)	(\$4,360,209)	(\$20,233)	(\$1,241,381)	(\$84,080)	(\$3,268,073)	(\$1,214)
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Remaining Subsidy Gap/(Reduction)	(\$408,293)	(\$566,872)	\$0	\$0	\$119,981	\$0	(\$0)	\$0	\$0
	subsidy reduction	subsidy reduction	gap closed	gap closed	subsidy gap	gap closed	gap closed	gap closed	gap closed

Total Service Reductions / Subsidy Impact

Bus Service is divided Regional and Non-Regional

Regional Reductions are shared among all Jurisdictions

Non-Regional Reductions benefits the Jurisdiction that requested the route

Jurisdictions that proposed a Regional Route reduction will only receive a portion of the benefit

WMATA staff recalculated the Jurisdictions' submissions to reflect standard practice

as the result they may differ slightly from the submissions.



Proposed Compressed Service Reduction Schedule

• MARCH 2009

- March 26 – Obtain Board approval to go out for Public Hearing on service reductions
- March 30 – Staff provides 15 day hearing notice and schedules /advertises hearings

• APRIL 2009

- April 13 – Public hearings on service reductions occur (two in each Signatory) through April 17, 2009
- April 20 – Public record closes (3 day open docket period after hearings)
- April 30 - Staff presents Public Hearing Staff Report to FAO Committee (not currently scheduled)
- April 30 - Obtain Board approval of Public Hearing Staff report and proposed service reductions (not currently scheduled)
- April 30 - Staff begins building new schedules and begins communications effort, signage, updates, etc.

• MAY 2009

- May 19 – Begin system pick

• JUNE 2009

- June 23 – System pick complete
- June 28 - Service changes go into effect

Each 2-week delay in implementation after June 30th will increase cost by \$1.2 million



Appendix

- Specific service changes to be advertised for public hearings
- Jurisdictional communications received

\$29 Million "Budget Gap"

as of Mar 12, 2009



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Current Budget Gap		\$28,751,169	\$4,942,400	\$7,797,600	\$8,194,800	\$916,100	\$2,609,100	\$103,900	\$4,121,400	\$65,869
A. SERVICE ADJUSTMENT PUBLIC HEARINGS IN:										
<u>District of Columbia</u>										
Discontinue M2	NR	(\$156,793)	(\$156,793)	---	---	---	---	---	---	---
Discontinue D5	R	(\$322,322)	(\$164,474)	(\$64,779)	(\$40,802)	(\$8,770)	(\$13,028)	(\$603)	(\$28,980)	(\$886)
Widen Headway H6	NR	(\$343,000)	(\$343,000)	---	---	---	---	---	---	---
Widen Headway N2-6	R	(\$53,253)	(\$30,878)	(\$5,941)	(\$7,246)	(\$1,544)	(\$2,312)	(\$100)	(\$5,077)	(\$156)
Widen Headway V7-9	R	(\$159,760)	(\$96,771)	(\$16,820)	(\$20,247)	(\$4,347)	(\$6,452)	(\$299)	(\$14,386)	(\$439)
Widen Headway S2-4	R	(\$213,013)	(\$129,714)	(\$22,249)	(\$26,762)	(\$5,743)	(\$8,506)	(\$398)	(\$19,063)	(\$579)
Widen Headway H2-4	R	(\$66,567)	(\$39,516)	(\$7,201)	(\$8,730)	(\$1,865)	(\$2,778)	(\$124)	(\$6,165)	(\$188)
Widen Headway 80	R	(\$48,133)	(\$28,852)	(\$5,134)	(\$6,218)	(\$1,327)	(\$1,968)	(\$90)	(\$4,411)	(\$133)
Widen Headway 90-92	R	(\$186,386)	(\$111,698)	(\$19,896)	(\$24,076)	(\$5,144)	(\$7,638)	(\$348)	(\$17,067)	(\$518)
Widen Headway 52-54	R	(\$79,880)	(\$47,519)	(\$8,610)	(\$10,448)	(\$2,228)	(\$3,311)	(\$149)	(\$7,391)	(\$224)
Widen Headway x2	R	(\$154,639)	(\$90,260)	(\$17,092)	(\$20,845)	(\$4,434)	(\$6,617)	(\$289)	(\$14,655)	(\$447)
<u>Maryland</u>										
Eliminate E27, 29, 31, R3	NR	(\$1,786,000)	---	---	(\$1,786,000)	---	---	---	---	---
Eliminate Z2, L7, add L8 trips	NR	(\$454,000)	---	(\$454,000)	---	---	---	---	---	---
Widen Z9,11,13,29 Peak Headway	NR	(\$208,000)	---	(\$208,000)	---	---	---	---	---	---
Widen J11,12 Peak Headways	NR	(\$47,000)	---	---	(\$47,000)	---	---	---	---	---
Re-route J5 and Reduce Headways	NR	\$409,000	---	\$409,000	---	---	---	---	---	---
Charge Express Fare J7, J9	NR	(\$232,000)	---	(\$232,000)	---	---	---	---	---	---
Operate T2, L8 Sat & Sun (Currently Ride On)	NR	\$874,000	---	\$874,000	---	---	---	---	---	---
Operate Z2 Sat (Currently Ride On)	NR	\$101,000	---	\$101,000	---	---	---	---	---	---
Minor Re-route NH1	NR	\$0	---	---	\$0	---	---	---	---	---
Express Fare	NR	(\$211,000)	---	---	(\$211,000)	---	---	---	---	---
Widen A12 Peak Headways	R	(\$95,139)	(\$16,761)	(\$7,520)	(\$59,535)	(\$1,885)	(\$2,666)	(\$178)	(\$6,404)	(\$190)
Eliminate C4 West of Wheaton Station	R	(\$1,043,095)	(\$217,874)	(\$568,802)	(\$110,815)	(\$24,258)	(\$35,107)	(\$1,950)	(\$81,857)	(\$2,432)
Eliminate C8 Off-Peak and Sat	R	(\$1,076,888)	(\$150,149)	(\$739,975)	(\$77,172)	(\$18,085)	(\$24,604)	(\$2,013)	(\$63,087)	(\$1,802)
Cut back P17,19 to SoAve, Widen Peak Headw	R	(\$668,497)	(\$167,627)	(\$68,364)	(\$327,495)	(\$17,642)	(\$26,153)	(\$1,250)	(\$58,178)	(\$1,788)
Cut back W13, 14 to SoAve	R	(\$244,150)	(\$58,788)	(\$24,194)	(\$124,087)	(\$6,225)	(\$9,184)	(\$456)	(\$20,586)	(\$630)
Eliminate Line C12,14	R	(\$859,841)	(\$347,520)	(\$116,890)	(\$214,779)	(\$31,199)	(\$48,967)	(\$1,608)	(\$95,594)	(\$3,284)
Eliminate Line C7, 9	R	(\$721,147)	(\$134,291)	(\$431,451)	(\$66,068)	(\$14,902)	(\$21,247)	(\$1,348)	(\$50,338)	(\$1,502)
Eliminate Route W15	R	(\$386,026)	(\$91,110)	(\$37,474)	(\$200,123)	(\$9,626)	(\$14,173)	(\$722)	(\$31,822)	(\$976)
Eliminate Q2 Segments	R	(\$3,075,794)	(\$655,552)	(\$1,667,116)	(\$324,994)	(\$71,551)	(\$103,905)	(\$5,751)	(\$239,713)	(\$7,211)
<u>Alexandria</u>										
Transfer to ART 24P	R	see Arlington	---	---	---	---	---	---	---	---
Widen Headway 7A-F,E	R	(\$156,175)	(\$43,396)	(\$17,211)	(\$20,849)	(\$22,787)	(\$36,565)	(\$292)	(\$14,619)	(\$455)
Discontinue Trips 10A	R	(\$464,707)	(\$110,768)	(\$46,032)	(\$54,566)	(\$102,188)	(\$109,882)	(\$879)	(\$39,188)	(\$1,203)
Shrink Headways 10B										
Restructure 21A-F	NR	(\$410,000)	---	---	---	(\$410,000)	---	---	---	---
<u>Arlington County</u>										
Transfer to ART 24P	R	(\$519,832)	(\$87,836)	(\$40,562)	(\$44,736)	(\$10,136)	(\$299,830)	(\$972)	(\$34,746)	(\$1,014)
Transfer to ART 22B	NR	(\$582,824)	---	---	---	---	(\$582,824)	---	---	---
<u>City of Falls Church</u>										
Transfer George to ART										
<i>Take to public hearing this reimbursable project</i>										
Total Service Reductions / Subsidy Impact		(\$13,641,861)	(\$3,321,147)	(\$3,443,314)	(\$3,834,591)	(\$775,886)	(\$1,367,719)	(\$19,820)	(\$853,327)	(\$26,059)
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Remaining Subsidy Gap/(Reduction) From 2009		(\$408,293)	(\$566,872)	\$0	\$0	\$119,981	\$0	(\$0)	\$0	\$0
		subsidy reduction	subsidy reduction	gap closed	gap closed	subsidy gap	gap closed	gap closed	gap closed	gap closed