



**Washington Metropolitan Area Transit  
Authority**

# Title VI Equity Evaluation

Proposed Adjustments to Passenger Fares, Routes,  
Hours of Service, and Other Changes

June 2010



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# Title VI Equity Evaluation Executive Summary

Proposed Adjustments to Passenger Fares, Routes,  
Hours of Service, and Other Changes

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**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

**EXECUTIVE SUMMARY**

**TITLE VI REGULATORY BACKGROUND**

This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1A which requires that under Title VI of the Civil Rights Acts of 1964, WMATA evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact on minority and low income populations. In its Title VI Submittal, WMATA must provide a copy of the equity evaluation of any significant service changes and fare changes implemented since the last submission.

**BACKGROUND AND REASON FOR ADJUSTMENTS**

Metro’s \$189.2 million shortfall in its FY2011 operating budget is due mostly to increased expenses and losses in revenue from lower than expected ridership. In addition, expenditures have grown from increased labor and fringe costs, higher insurance and liability payments, and MetroAccess growth. Revenues have decreased due to the current economic situation and its impact on ridership and advertisers. The overall subsidy contributions from jurisdictions are anticipated to remain at current levels, although it is anticipated that an additional contribution will come from the federal government or other sources.

**WMATA RIDERSHIP DEMOGRAPHIC PROFILE**

WMATA’s ridership and demographics vary by mode. Information on the minority and low-income status of WMATA’s ridership comes from several different sources. They are as follows:

- Metrorail: 2007 & 2008 Rail Passenger Surveys; 2000 Census data
- Metrobus: 2008 Regional Bus Passenger Survey
- MetroAccess (MACS): Client data; 2000 Census data

For Metrobus passengers, demographic data on race/ethnicity and income levels were collected as part of the 2008 Regional Bus Passenger survey. For Metrorail customers, only income data was collected as part of the 2008 Rail Passenger survey. No demographic data has been collected on MetroAccess customers. In order to make educated assumptions about the demographic profile of rail and MACS customers, staff used Geographic Information System (GIS) technology to associate rail survey responses and MACS data with minority and low-income Census tracts (see Exhibit B). Below is a systemwide demographic profile:

<b>Mode</b>	<b>Annual Ridership (FY09)</b>	<b>% Minority Ridership</b>	<b>% Low Income Ridership</b>	<b>Annual Minority Trips</b>	<b>Annual Low Income Trips</b>
<b>Rail</b>	222,859,000	45.00%	14.00%	100,286,550	31,200,260
<b>Bus</b>	133,773,567	75.00%	42.00%	100,330,175	56,184,898
<b>MACS</b>	2,109,000	69.78%	53.11%	1,471,660	1,120,090
<b>Total</b>	358,741,567			202,088,385	88,505,248
<b>Systemwide Minority &amp; Low Income Ridership</b>				<b>56%</b>	<b>25%</b>

A demographic map of WMATA's service area is provided as Exhibits A. This map was prepared using 2000 Census data, whereby the Metro Compact area regional average for minority persons is 47.61%; for low-income, 8%.

#### PROCESS

Metro staff conducted a Title VI analysis at every phase of the planning and decision making process. The analysis was not finalized until after a final decision was made by the Board on the totality of fare increases and service adjustments out of the range of proposals on the table.

The first proposal designed to meet the budget shortfall was presented to the public at a series of six public hearings that occurred in March and April, 2010. Public feedback was collected on a variety of options which included a combination of fare increases, Metrorail and Metrobus service reductions, changes to MetroAccess fare structure and service area, departmental and staff reductions, additional contributions from the jurisdictions that fund Metro, and the use of capital funds to pay for preventative maintenance. In addition, suggestions from Metro's Rider's Advisory Council, other rider groups, and the ATU Local 689 were also considered at the hearings.

Following the six public hearings, a plan was proposed to Metro's Board of Directors by the General Manager at its April 22, 2010 meeting. The General Manager's plan included lower fare increases, a reduction in the number of service changes, modified MetroAccess changes, internal borrowing for preventive maintenance, and a request for additional jurisdictional contributions.

The Finance and Administration Committee of the Board of Directors at its April 29th and May 13<sup>th</sup> meeting provided additional guidance to close the budget gap with proposed adjustments to fares and Metrorail service. In addition, the Board proposed a new fare to be charged on trips traveling through the congested core of the rail system.

On May 27, the Board of Directors provided additional guidance to close the FY2011 budget as it related to fare changes. No service reductions were part of the guidance.

In response to customer appeals to avoid service cuts, at the June 24, 2010 Metro Board of Director's meeting, a number of steps were approved to maintain Metro's current service levels, including additional jurisdictional contributions and an increase in fares across the board in all transportation modes.

#### DETERMINATION OF DISPROPORTIONATE IMPACT ON MINORITY AND LOW INCOME RIDERS AND ACTIONS TO MITIGATE

##### Metrobus vs. Metrorail Fares

Public opinion, historical trends and peer data were all a consideration in the determination of Metro's budget closing measures. Fare data was collected from peer transit agencies in March 2010, and WMATA's base fares were low in comparison with peer transit agencies.

To assist those patrons who are most transit dependent, Metrobus fares have been kept comparably lower than Metrorail fares. Please note that the systemwide estimates of minority and low-income ridership on Metrobus is 75% and 42% respectively. Metrorail minority and

low-income ridership is estimated to be 45% and 14% respectively. Historically, since 2003, Metrobus fares have increased 23% versus a 50% increase for Metrorail fares.

Nevertheless, there is little difference in the percentage increase between Metrobus cash and Metrorail paper fare increase and an even smaller difference in increase between the SmarTrip® fares on bus and rail. The fare recovery on Metrorail is 81.92%; on Metrobus, it is 28.21%.

Approved changes in Base Boarding Fares

Mode of Transportation	Base Boarding Fare	Amount of Proposed Increase	New Proposed Fare	% Increase
Metrobus (Cash)	\$1.35	\$0.35	\$1.70	26%
Metrobus (SmarTrip®)	\$1.25	\$0.25	\$1.50	20%
Metrorail (Paper Fare)	\$1.65	\$0.55	\$2.20	33%
Metrorail (SmarTrip®)	\$1.65	\$0.35	\$1.95	21%

The percentage increase for the base boarding fare for Metrobus riders who use cash is greater than any of the other base fare increases. According to Metrobus ridership analysis the greatest number of minority and low income riders pay with SmarTrip®, the weekly pass and cash. Consequently, the areas of concern are the frequent use of the weekly bus pass and SmarTrip® card by minority and low-income patrons, as well as the high usage of cash by the same ridership.

Use of Metrobus Weekly Flash Pass

The increase in the Metrobus weekly flash pass is among the highest in the fare media at 36%. A significant number of minority and low income riders use this fare media. Even with the increase in the cost of a Metrobus weekly pass (from \$11 to \$15), customers begin saving after taking only 10 trips as the weekly bus pass allows unlimited travel on Metrobus for seven days.

Use of Cash on Metrobus

While cash fares experienced the greatest increase, the impact can be minimized by use of the SmarTrip® card or the weekly bus pass. In order to minimize, mitigate, or offset any adverse effects of the fare changes on minority and low-income populations, Metro will provide discounted or free SmarTrip® cards and provide workshops on how to use the farecard machines to low-income, minority and Spanish speaking patrons on bus routes with high cash and weekly pass usage.

In addition, plans are underway to enhance the benefits of the SmarTrip® card. Customers will be able to place all their transit fare on one card, and be able to take advantage of transfers and the insurance protection that SmarTrip® offers when the card is registered.

Patrons who transfer between bus to rail and vice versa

Riders who transfer between bus and rail modes will be subject to the fare increase on both modes. On an average weekday, there are approximately 80,000 transfers in both directions combined. In looking at the transfers on Metrobus lines where demographic data is available, about 76% of daily transfers could be characterized as minority or low-income, suggesting possible adverse impact for those riders.

In addition, the transfer window is decreasing from 3 to 2 hours. However, for those bus/rail transfers occurring between two and three hours; there are few minority and low income persons who make those trips, and the rate of increase can be tempered by use of the SmarTrip® card.

DC Student Passes

The School Transit Subsidy Program provides reduced fares for student travel on Metrorail and Metrobus, given that the District of Columbia does not have a school bus program. The program serves about 20,000 children. According to October 2009 DC Public School statistics, the majority of students are minorities.

The Metrorail SmartStudent Pass has increased from \$26 to \$30 (13% increase) and the DC student farecards from \$8.80 to \$9.50 (7.4% increase). The School Transit Subsidy Agreement states “The subsidy will be based on the difference between the payment by the student per pass and the cost of four (4) one-week Metrobus passes. The District shall also pay to WMATA the difference between the regular adult fare paid by District residents and the base Metrobus fare for each Metrorail trip taken with a SmartStudent pass.”

A fare increase for this population presents a difficult issue because the fare media is used primarily by minority students in the District of Columbia. In 1995, the DC City Council reduced the School Transit Subsidy by \$500,000. To compensate for this reduction, the city increased the percentage share of the cost of public transit travel for students in the School Transit Subsidy Program from 1/3 to 1/2 of the prevailing adult base fare but exempted students from paying any transfer charges. Therefore, under the current subsidy agreement, the District pays ½ of the student fare increase. Without increased subsidy from the District, there may be adverse impact on the affected population.

Public Opinion

WMATA’s Board of Directors conducted a series of six public hearings between March 4 and April 6 to get public input on a variety of options for how the transit agency should close the \$189 million budget gap in fiscal year 2011. A survey instrument was used to gather public comment online and via mail/email/fax and at the public hearings. A statistical analysis of the survey results found that the majority of respondents opposed cuts to service and favored additional jurisdictional contributions or modest fare increases.

Impact of System-wide Fare Increases

Taken collectively at a systemwide level, these fare proposals would not collect more revenue from minority and low income passengers than the systemwide minority and low income ridership, suggesting there is not a disproportionate impact system-wide for the proposed fare increases.

### MITIGATION

FTA Circular 4702.1A states that a recipient can implement a major service reduction or fare increase that would have a disproportionate high and adverse effect provided that it is demonstrated that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative.

In this analysis we have shown that the approved fare increases were a last resort for balancing the FY2011 budget -- after consideration of various alternatives. Additionally, this analysis shows that WMATA took other actions to close the budget gap such as a reduction in force, moving money from the capital budget over to the operating budget, and most importantly, maintaining Metro's current service levels. History shows that the most transit dependent patrons, those who ride Metrobus, have had lower fare increases than Metrorail, which is patronized by a greater number of non-minority, non-low-income riders. Even with the FY2011 fare increases, the fare recovery on Metrobus (28.21%) remains low in comparison to that on Metrorail (81.92%). Patrons who use cash fares and Metrorail paper fares can minimize the impact of the fare increase by using the SmarTrip® card or the weekly bus pass. While the weekly bus pass can provide savings beyond cash usage, the SmarTrip® card still provides the best value. Consequently, Metro will provide discounted or free cards and special outreach to low-income, minority, and Spanish speaking patrons on bus routes which have high usage of cash and weekly passes.

### Outreach to and Language Assistance to Limited English Proficient Populations

WMATA's implementation strategies for the proposed changes to fares and service included a high level of public outreach in advance of making the changes in order to gather public feedback and input. Ads ran in the ethnic press, both paper and online. Press releases were sent to radio, TV and newspapers. Placards advertising the hearing were posted on buses and railcars in English and Spanish. An abbreviated "Notice of Public Hearing" was translated into Spanish, Korean, Vietnamese, Chinese, French and Amharic and a detailed "Notice of Public Hearing" was translated into Spanish. The notices were provided to community organizations located in areas with high concentrations of limited English speakers. Language assistance, both translated documents and interpreters, were made available at the public hearings.

### CONCLUSION

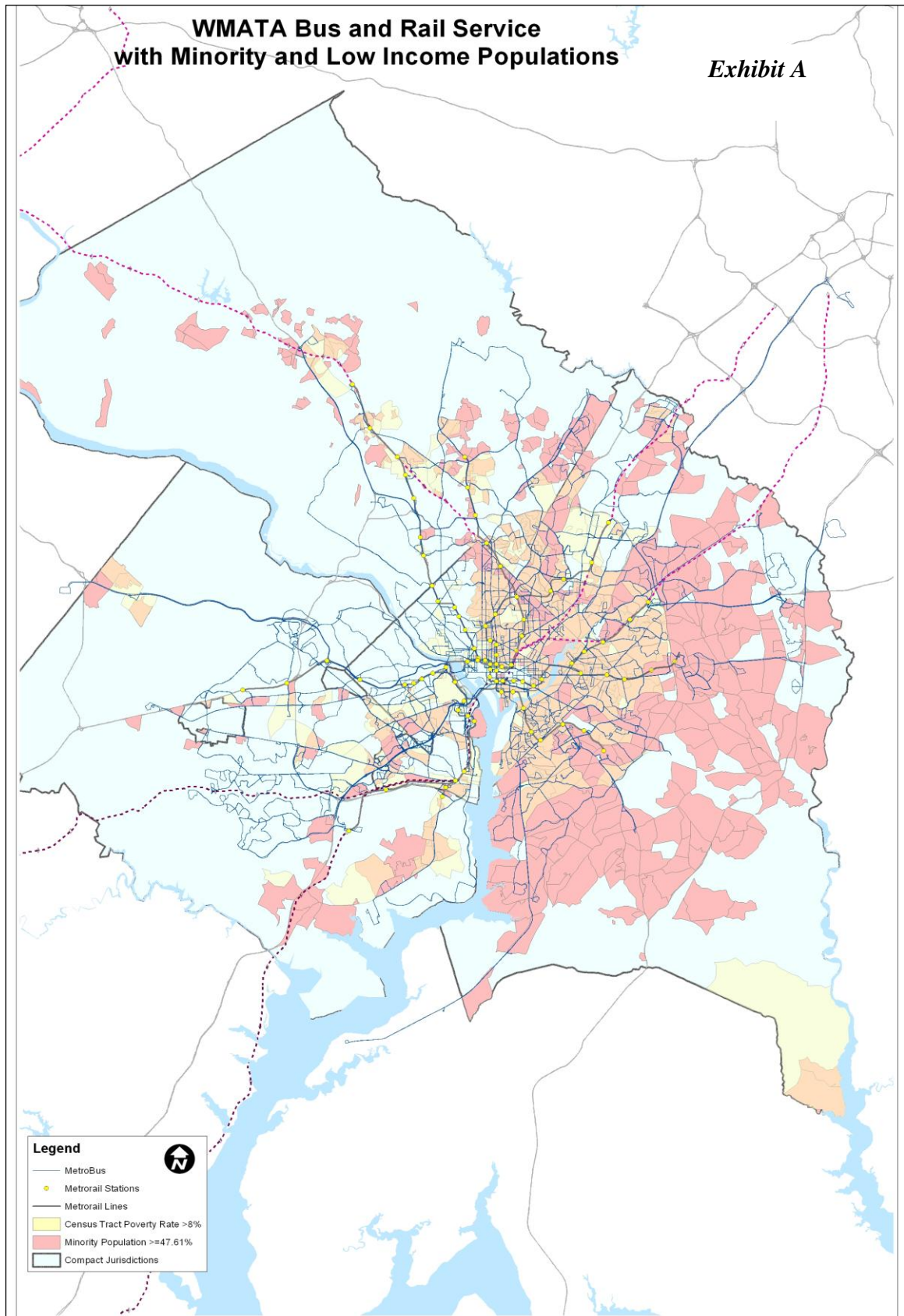
Finally, this analysis shows that increasing fares as opposed to reductions in Metrobus and Metrorail service was clearly the preferred alternative for the public. The public decided what was in its best interest and reductions in service would have imposed the more severe adverse effect.

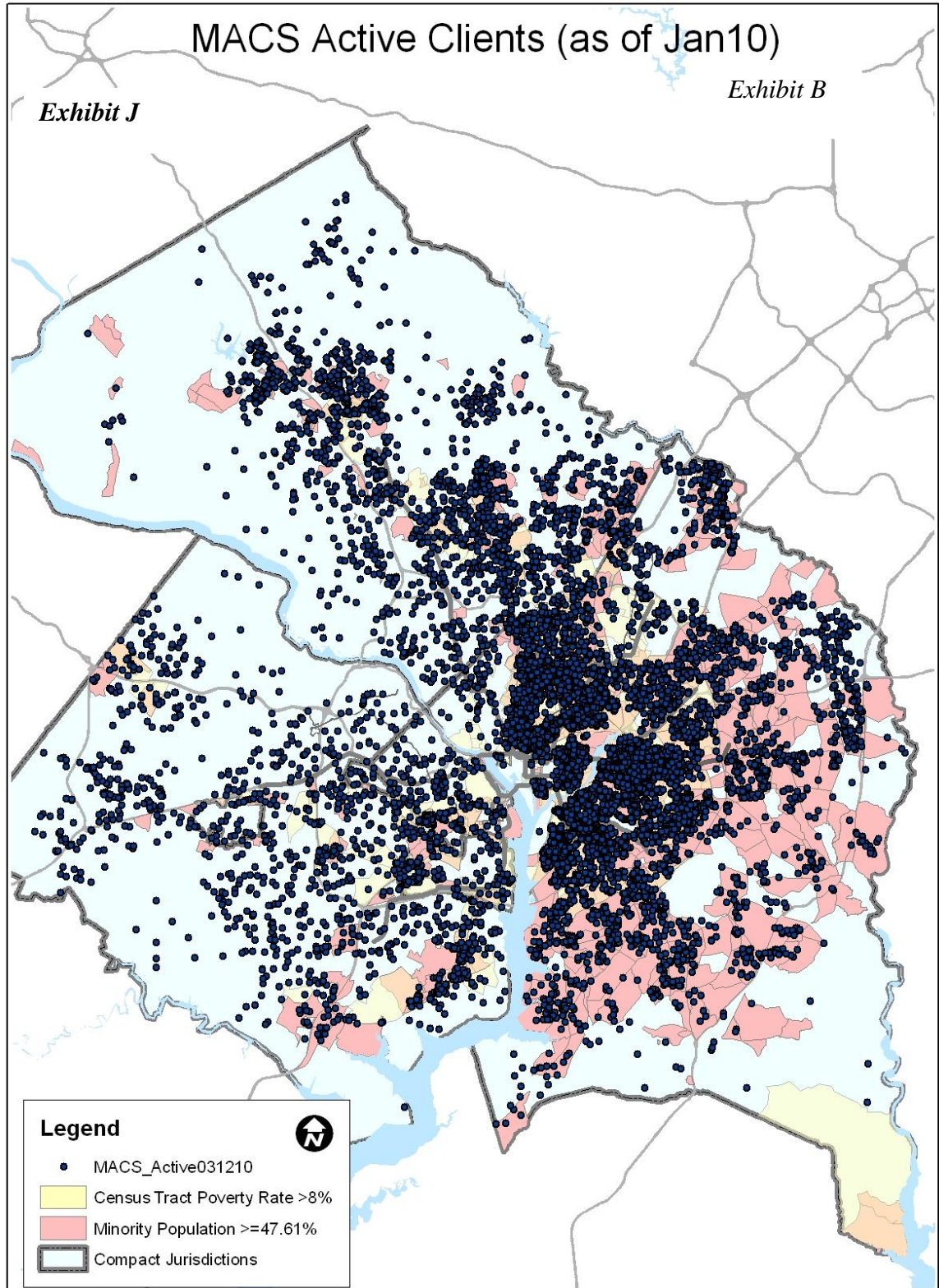
The FTA Circular 4702.1A "Title VI Program Guidelines for Federal Transit Administration Recipients" provides that recipients "can implement a fare increase or major service reduction that would have disproportionately high and adverse effects provided that the recipient demonstrates that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative." It has been concluded that the alternatives, in the form of cutbacks in the service as proposed in the public docket and in subsequent proposals, would have a more severe adverse effect and therefore the

adjustments to passenger's fares is justified under Title VI. This conclusion is supported by the overwhelming opinion of the customers of Metro, as reflected in testimony submitted at the public hearing and the results of the public survey instrument.



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## INTRODUCTION

### TITLE VI REGULATORY BACKGROUND

This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1A which requires that under Title VI of the Civil Rights Acts of 1964, WMATA evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact on minority and low income populations. In its Title VI Submittal, WMATA must provide a copy of the equity evaluation of any significant service changes and fare changes implemented since the last submission.

*“Recipients to which this chapter applies shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact. For service changes, this requirement applies to "major service changes" only. The recipient should have established guidelines or thresholds for which it considers a "major" change to be. Often, this is defined as a numerical standard, such as the change that affects 25 percent of service hours of the route.”*

FTA recommends that WMATA fulfill this requirement by implementing one or more of the following two options:

#### Option 1 - Evaluate the Impacts of Proposed Service and Fare Changes

- Assess the effects of the proposed fare or service change on minority and low-income populations.
- Assess the alternatives available for people affected by the fare increase or major service change.
- Describe the actions WMATA proposes to minimize, mitigate, or offset any adverse effects of proposed fare and service changes on minority and low-income populations.
- Determine which, if any, of the proposals under consideration would have a disproportionately high and adverse effect on minority and low-income riders.

#### Option 2 - Locally Developed Evaluation Procedure

WMATA could develop its own procedures to evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact. This locally developed alternative must include a description of the methodology used to determine the impact of the service and fare change, a determination as to whether the proposed change would

have discriminatory impacts, and a description of what, if any, action was taken by WMATA in response to the analysis conducted.

WMATA can implement a fare increase or major service reduction that would have disproportionately high and adverse effects on minority and low income populations provided that it demonstrates that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative.

WMATA has developed an approach to evaluate the Title VI impacts of the FY 2011 proposed adjustments to Metrorail, Metrobus and MetroAccess passenger fares, routes and hours of service and other changes that complies with the FTA recommended approach.

#### BACKGROUND AND REASON FOR ADJUSTMENTS

WMATA's Metrobus, Metrorail and MetroAccess services are a vital element of the region's transportation network. These systems provide the region with accessibility and a mobility option for commuter trips, social-recreational trips and, in many cases, a lifeline to medical services and facilities. On an average weekday, members of the Washington regional community take nearly 1.3 million trips on these systems. Almost half of the people who use the Metrorail system to commute to work are federal employees, and more than 50 federal facilities are served by the Metrorail system alone.

In fiscal year 2010, bus and rail ridership declined as unemployment has risen. Ridership revenue was 6 percent lower than expected for Metrorail and 10 percent lower than expected for Metrobus. Riders also are taking more short trips, which causes the average Metrorail fare to decrease. Lower rail ridership resulted in less revenue from Metro's parking facilities, and MetroAccess ridership continued to grow. As a result, on January 28, 2010 Metro's Board of Directors approved a 10-cent increase on Metrobus, Metrorail and MetroAccess fares to help close the existing \$40 million budget gap. The fare increase took effect on or about March 1 through June 30, and it also applied to weekly Metrobus and Metrorail passes.

The Board's decision was based largely on input from riders, who testified at a public hearing on January 27, 2010 or those who submitted written comments about staff proposals to close the budget shortfall. Eighty-eight people testified at the hearing and 596 provided written comments, a majority of which favored a fare increase and opposed service cuts.

Metro's \$189.2 million shortfall in its FY2011 operating budget is due mostly to increased expenses and losses in revenue from lower than expected ridership. In addition, expenditures have grown from increased labor and fringe costs, higher insurance and liability payments, and MetroAccess growth. Revenues have decreased due to the current economic situation and its impact on ridership and advertisers. The overall subsidy contributions from jurisdictions are anticipated to remain at current levels, although it is anticipated that an additional contribution will come from the federal government or other sources.

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WMATA is not the only transit system facing financial difficulties. According to a March 2010 survey conducted by the American Public Transportation Association (APTA), “Public transportation agencies across the United States are in the midst of unprecedented budgetary challenges as a result of the current recession. Transit agencies have been forced to cut service, lay off employees, raise fares, slow capital improvements and take many other actions to survive. More troubling is that this comes at a time when transit use is at near modern record levels.” Most of the 151 survey respondents reported that revenue decline was widespread, with over 85 percent of public transit agencies reporting flat or decreased local and state funding. Almost 69% of the transit agencies reported projected budget shortfalls for the upcoming budget year. *Exhibit A* in the Appendix shows actions already implemented or planned for implementation to address the budget shortfalls. Many of these actions have already or will be taken by WMATA.

METRO’S PRELIMINARY FY 2011 BUDGET

The following tables display Metro’s revenue and expense history since 2005:

**Ridership / Revenue**

**Metrorail**

<i>(in Thousands)</i>	<b>2005</b>	<b>2006</b>	<b>Actuals 2007</b>	<b>2008</b>	<b>2009</b>	<b>Approved Budget 2010</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

**Metrobus**

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

**MetroAccess**

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

**TOTAL**

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.

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**Expense History**

<i>Millions</i>	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Actual 2009	Budget 2010
<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*

The gap in the proposed budget is currently \$189.2 million. Metro’s baseline budget numbers are shown below:

**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
<b>Gap</b>			\$175.4	-\$189.2	\$ 0.0	

WMATA proposed revenue and expenditure initiatives to balance the budget include a combination of fare increases, Metrorail and Metrobus service reductions, changes to the MetroAccess fare structure and service area allowed under the Americans with Disabilities Act,

departmental and staff reductions, additional contributions from the jurisdictions that fund Metro, and the use of capital funds to pay for preventive maintenance. The first round of proposals designed to meet the budget shortfall were presented to the public at a series of six public hearing that occurred in March and April, 2010.

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

WMATA DEFINITION OF “MAJOR SERVICE CHANGES”

Any change (increase or decrease) in WMATA’s fare structure requires public hearing.

Metrorail and MetroAccess service changes broadly follow the same guidelines established for Metrobus, although not officially adopted by the Board of Directors.

A major change to any Metrobus service shall be subject to the following public hearing and approval requirements.

Service Change	General Manager’s Approval	Board Approval	Public Hearing Required
Major Decrease		X	X
Major Increase		X (see note below)	

*(Note: Public hearing only if requested by Board or local jurisdiction(s) affected.)*

Major Service Decrease

Parameter	Definition
Revenue Miles	One of more reductions in a single year that represent a total reduction in that year of more than 20% of line’s scheduled revenue miles, or
Route Miles	One of more reductions in a single year that represent a total reduction in that year of more than 15% of line’s route miles, or
Span of Service	One of more reductions in a single year that represent a total reduction in that year of more than one hour in the hours of service on a line, or
Boardings	One or more eliminations of service in a year for more than 10% of a line’s current riders.



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Major Service Increase

<b>Parameter</b>	<b>Definition</b>
Rush Hour	Improve rush hour headways by more than ten minutes.
Non-Rush Hour	Improve non-rush hour headways by more than 15 minutes.

Public Hearing Process

When fare or service changes are being considered which require, as directed above, that public hearings be conducted, WMATA shall be guided by the following parameters:

<b>Parameter</b>	<b>Definition</b>
Pre-Hearing Notice	Fifteen days' notice, once a week for two successive weeks. Notice shall be posted in newspapers of daily local circulation, as well as in WMATA offices, on all revenue vehicles serving the public directly affected by the change. Notice shall be made by additional means as the Board may direct.
Post-Hearing Record	The Public Hearing Record shall remain open for five days after the hearing to receive further comments.
Notice of Service Change	Notice shall be posted in WMATA offices and on all revenue vehicles serving the public directly affected by the change. Notice shall be made by additional means as the Board may direct.

**WMATA RIDERSHIP DEMOGRAPHIC PROFILE**

WMATA’s ridership and demographics vary by mode. Information on the minority and low-income status of WMATA’s ridership comes from several different sources. They are as follows:

- Metrorail: 2007 & 2008 Rail Passenger Surveys; 2000 Census data
- Metrobus: 2008 Regional Bus Passenger Survey
- MetroAccess (MACS): Client data; 2000 Census data

For Metrobus passengers, demographic data on race/ethnicity and income levels were collected as part of the 2008 Regional Bus Passenger survey. For Metrorail customers, only income data was collected as part of the 2008 Rail Passenger survey. No demographic data has been collected on MetroAccess customers. In order to make educated assumptions about the demographic profile of rail and MACS customers, staff used Geographic Information System (GIS) technology to associate rail survey responses and MACS data with minority and low-income Census tracts. Per 2000 Census data, the Metro Compact area regional average for minority persons is 47.61%; for low-income, 8%. Demographic maps of WMATA’s service area are provided as Exhibits H-J.

The table below provides a systemwide demographic profile:

<b>Mode</b>	<b>Annual Ridership (FY09)</b>	<b>% Minority Ridership</b>	<b>% Low Income Ridership</b>	<b>Annual Minority Trips</b>	<b>Annual Low Income Trips</b>
<b>Rail</b>	222,859,000	45.00%	14.00%	100,286,550	31,200,260
<b>Bus</b>	133,773,567	75.00%	42.00%	100,330,175	56,184,898
<b>MACS</b>	2,109,000	69.78%	53.11%	1,471,660	1,120,090
<b>Total</b>	358,741,567			202,088,385	88,505,248
<b>Systemwide Minority &amp; Low Income Ridership</b>				<b>56%</b>	<b>25%</b>

**METROBUS RIDERSHIP PROFILE**

The following information was collected from the bus passenger survey: 55% of Metrobus riders use the service to get to work. 67% of Metrobus riders report making one or more transfer to reach their destination. More than 50% of Metrobus riders reported they had zero vehicles at home. Twenty-three percent of surveyed bus riders reported receiving a transit benefit from their employer.

At the time the survey was conducted, the predominant fare payment type was SmarTrip®, followed by cash. However, since that time, WMATA eliminated paper transfers and encouraged SmarTrip® use on bus. There has been a subsequent decline in cash use.

**METRO RAIL RIDERSHIP PROFILE**

The following information was collected from the 2007 rail passenger survey: 88% of AM Peak trips and 42% of midday trips are work trips; 20% of riders do not own cars; 34% are federal employees; 50% receive transit benefits.

The Data, Methods and Analysis section of this report details trip-making and fare-payment patterns by minority and low-income riders on Metrobus, Metrorail and MetroAccess.

**DATA, METHODS AND ANALYSIS**

**PROCESS**

Metro staff conducted a Title VI analysis at every phase of the planning and decision making process. The analysis was not finalized until after a final decision was made by the Board on the totality of fare increases and service adjustments out of the range of proposals on the table. This Title VI report describes the various proposals, the related analysis, and finally, the conclusion reached about the impacts of Metro's FY2011 budget closing measures on minority and low-income ridership. Where applicable it has been specified when data was not available or not sufficient to produce a credible analysis. Nevertheless, Title VI equity analyses were prepared on several variations and combinations of these proposals. The analyses were presented to WMATA senior management responsible for advising the Board of Directors of the Title VI impacts of proposed service and fare changes.

The first proposal designed to meet the budget shortfall was presented to the public at a series of six public hearings that occurred in March and April, 2010. Public feedback was collected on a variety of options which included a combination of fare increases, Metrorail and Metrobus service reductions, changes to MetroAccess fare structure and service area, departmental and staff reductions, additional contributions from the jurisdictions that fund Metro, and the use of capital funds to pay for preventative maintenance. In addition, suggestions from Metro's Rider's Advisory Council, other rider groups, and the ATU Local 689 were also considered at the hearings. Title VI equity analyses were done on several variations and combinations of these proposals (pages 13 to 23).

Following the six public hearings, a plan was proposed to Metro's Board of Directors by the General Manager at its April 22, 2010 meeting. The General Manager's plan included lower fare increases, a reduction in the number of service changes, modified MetroAccess changes, internal borrowing for preventive maintenance, and a request for additional jurisdictional contributions. A Title VI equity analysis was done for this proposal (pages 24 to 26).

The Finance and Administration Committee of the Board of Directors at its April 29th and May 13<sup>th</sup> meeting provided additional guidance to close the budget gap with proposed adjustments to fares and Metrorail service. In addition, the Board proposed a new fare to be charged on trips traveling through the congested core of the rail system. Title VI equity analysis was conducted for these proposals (pages 27 to 29).

On May 27, the Board of Directors provided additional guidance to close the FY2011 budget as it related to fare changes. No service reductions were part of the guidance. A Title VI equity analysis was done for these proposals (pages 30 to 34).

On June 24, the Metro Board approved an increase in fares across the board in all transportation modes so as to avoid the service cuts opposed by customers. A Title VI equity analysis was completed for this proposal (pages 30 to 34).

To assess the impacts of service changes and fare increases on minority and low-income communities, Metro relies on the following data sources:

- Metrorail Farebox data (2009)
- Metrobus Farebox data (2009)
- MetroAccess Trip data (2010)
- Metro Trip Planner (Trapeze scheduling and fare data)
- Metrorail Passenger Survey data (2007 & 2008)
- Metrobus Passenger Survey data (2008)
- 2000 Census data

In order to adequately assess impacts, our methods analyze data at the trip –making level. For Metrorail, minority status information from 2000 Census at the Transportation Analysis Zone (TAZ) level<sup>1</sup>, and income data collected for the 2008 rail survey is assigned to trip data for: distance, peak<sup>2</sup> and off-peak periods. On Metrobus, demographic data collected for the 2008 Metrobus Passenger Survey on minority and income status is assigned at the Bus Line level. On MetroAccess, demographic data on minority and low-income status from 2000 Census has been assigned at the client level, and applied to known client trips.

#### SERVICE CHANGES

The options for balancing the FY11 budget presented to the Public in March and April 2010, included service changes on Metrorail, Metrobus, and MetroAccess. Staff uses an ‘impacted trips’ approach at the system level in its assessment. Each proposal is evaluated to determine the number of trips the service change will affect, as well as what percent of those trips are minority or low-income trips. The cumulative number of impacted trips on rail, bus and paratransit are then calculated as a percentage of all trips and compared to Metro’s systemwide demographic profile to determine if the percent of impacted minority and low-income trips exceeds the systemwide minority and low-income ridership.

In addition, if a proposal eliminates a certain route or line, staff analyzes the trip using a ‘dummy’ version of WMATA’s on-line Trip Planner application where routes/lines proposed for elimination are removed from the application to determine if alternative service is available to make the trip, and, if so how the new trip compares to the existing with respect to: travel time, transfers and fare. This has particular application to Metrobus. This level of analysis can only be conducted for entire route or line eliminations; segment eliminations cannot be eliminated from trip planner as they are portions of larger routes.

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<sup>1</sup> The 2007 Metrorail Passenger Survey data has been geo-coded to the address of residence for survey respondents. Staff has overlaid this layer on a 2000 Census minority status layer at the TAZ layer and assigned minority status to those survey responses. This exercise has some limitations, as it can only tell us that the survey respondent resides in a minority zone; not necessarily that the respondent is of minority status.

<sup>2</sup> Metro has not collected demographic data for peak-of-the-peak and late night timeframes. For these analyses, staff has assumed demographic data for peak and off-peak periods.

#### FARE ANALYSIS

The options presented to the public in March and April 2010, included fare increases to all fare media on Metrorail, Metrobus, and MetroAccess, as well as increased fees on auto and bicycle parking. It also included changes to transfer time periods, which effectively constitute a fare increase for those travelling outside the new hours, as well as some other measures for closing the budget gap. Each fare proposal with data available on use (farebox data) and demographics (survey or Census data) was evaluated individually to show fare use patterns by minority and low-income riders, and collectively at the systemwide level to show the overall financial contribution to the Metro budget by those communities.. Expected revenues from the fare proposals were calculated for minority and low-income trips and compared to Metro's systemwide demographic profile to determine if the percent of financial contribution from impacted minority and low-income trips exceeds the systemwide minority and low-income ridership.

The proposal to increase MetroAccess fares to the comparable fixed-route fare on rail and/or bus also was analyzed using Metro's Trip Planner application. Only existing fares were available in Trip Planner, therefore analysis was based on existing fares. This analysis is detailed in the next section.

The following pages will detail the initial Docket analysis, with systemwide analyses presented for each proposal package derived from the original docket.

1. **Public Hearing Docket B10-2, March 2010 (Exhibit C)**

RECOMMENDED CHANGES TO METROBUS SERVICE

A summary of the proposed service changes for Metrobus can be found in Notice of Public Hearing B10-2, along with details of the specific recommended route and line changes. The proposed changes include headway changes/trip eliminations, route/segment eliminations, line eliminations, service restructuring, and elimination of service overlap. All of the routes under consideration were evaluated against the system-wide service standards as a way of determining their status to adjust their service levels. Other changes recommended for Metrobus service included reduced holiday service, changes in the number of bus stops, and modification to the service provided on holidays and weekends late night.

Most of the routes or portions of routes recommended for elimination or restructuring have alternatives available. Changes in the number of bus stops would mean a continuation of service with patrons having to walk further to access bus service. With changes in holiday and weekend service, some capacity would be reduced and customers would have longer waits for buses. It is anticipated that there would not be overcrowding as ridership is reduced during holidays and weekends late night.

RECOMMENDED CHANGES TO METRORAIL SERVICE

A summary of the proposed service changes for Metrorail can be found in Notice of Public Hearing B10-2. The proposed changes include headway changes, modification to the service provided on holidays, weekdays, weekends, service restructuring, and closing of specific stations and station entrances during times low ridership.

The headway changes recommended would be minimal for most riders as more than half of the stations have multi-line services or double services and around  $\frac{3}{4}$  of ridership travel among multi-line or double service stations during off-peak periods and the weekends.

Reduced holiday service would not impact capacity although wait times may be longer. Reduced weekday and weekend service would require customers to wait longer for trains but was recommended in response to lower ridership in the recommended time periods.

The service restructuring that would have closed mezzanines on the weekends or earlier in the evenings would have required patrons to walk up to an additional 2-3 blocks for access to a Metrorail station. The options presented to reduce the late night service for the rail system would require riders to travel earlier or find alternative means of transportation.

Staff began its analysis with the docket presented for public comment in March and April 2010 (See *Exhibit B*). Where data was available for analysis, it is presented in the following sections.

The proposed changes were evaluated in the systemwide summary of impacted trips shown below.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

SERVICE CHANGES PROPOSED IN PUBLIC DOCKET B10-2

Metro’s systemwide demographic profile is as follows:

Mode	Annual Ridership (FY09)	% Minority Ridership	% Low Income Ridership	Annual Minority Trips	Annual Low Income Trips
<b>Rail</b>	222,859,000	45.00%	14.00%	100,286,550	31,200,260
<b>Bus</b>	133,773,567	75.00%	42.00%	100,330,175	56,184,898
<b>MACS</b>	2,109,000	69.78%	53.11%	1,471,660	1,120,090
<b>Total</b>	358,741,567			202,088,385	88,505,248
<b>Systemwide Minority &amp; Low Income Ridership</b>				<b>56%</b>	<b>25%</b>

Each of the service changes proposed in the docket were evaluated for the total number of trips each proposal impacted, the number of minority trips impacted and the number of low-income trips impacted. Those calculations are summarized in the table below:

<b>2011 Proposals – Public Docket</b>				
	Annual Ridership on Impacted Service	Annual Impacted Trips	Annual Impacted Minority trips	Annual Impacted Low Income Trips
<b>Rail</b>	222,859,000	220,116,995	98,987,057	30,527,505
<b>Bus</b>	96,351,729	5,689,158	4,121,762	2,063,264
<b>MACS</b>	61,163	61,163	25,982	8,031
<b>Total</b>	319,210,729	225,806,153	103,134,801	32,598,800
<b>Systemwide Impacted Trips</b>			<b>46%</b>	<b>14%</b>

At a systemwide level, the number of impacted minority and low-income trips does not exceed the systemwide minority and low-income ridership. However, certain proposals would eliminate service altogether on some bus routes and segments. Those proposals were analyzed to determine if alternative service was available for those trips, and if so, how it compared in terms of travel time, transfers and fare. Trips were developed for both peak and off-peak periods (and weekends where applicable) for sample, high use origin and destination (O&D) pairs. The following table summarizes the results of that analysis:



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

Impacts – Metrobus Route Elimination

<b>Jurisdiction</b>	<b>Impact</b>	<b>Total # of Routes/Lines</b>	<b># Minority Routes/Lines</b>	<b># Low-Income Routes/Lines</b>
<b>District of Columbia</b>	Lines Impacted	11	8	2
	Trips Analyzed	22	16	4
	No Trip Available	0	0	0
	Increase in Travel Time (> 10 Mins)	5	3	0
	Additional Transfer	7	6	1
	Fare Increase (>\$0.50)*	5	3	5
<b>Maryland</b>	Lines Impacted	8	8	3
	Trips Analyzed	17	17	10
	No Trip Available	2	2	2
	Increase in Travel Time (> 10 Mins)	4	4	4
	Additional Transfer	7	7	7
	Fare Increase (>\$0.50)*	6	6	6
<b>Virginia</b>	Lines Impacted	15	14	1
	Trips Analyzed	24	23	1
	No Trip Available	6	5	1
	Increase in Travel Time (> 10 Mins)	3	3	0
	Additional Transfer	4	4	0
	Fare Increase (>\$0.50)*	4	4	0
<b>System Total</b>	Lines Impacted	34	30	6
	Trips Analyzed	63	56	15
	No Trip Available	8	7	3
	Increase in Travel Time (> 10 Mins)	12	10	4
	Additional Transfer	18	17	8
	Fare Increase (>\$0.50)*	15	13	11

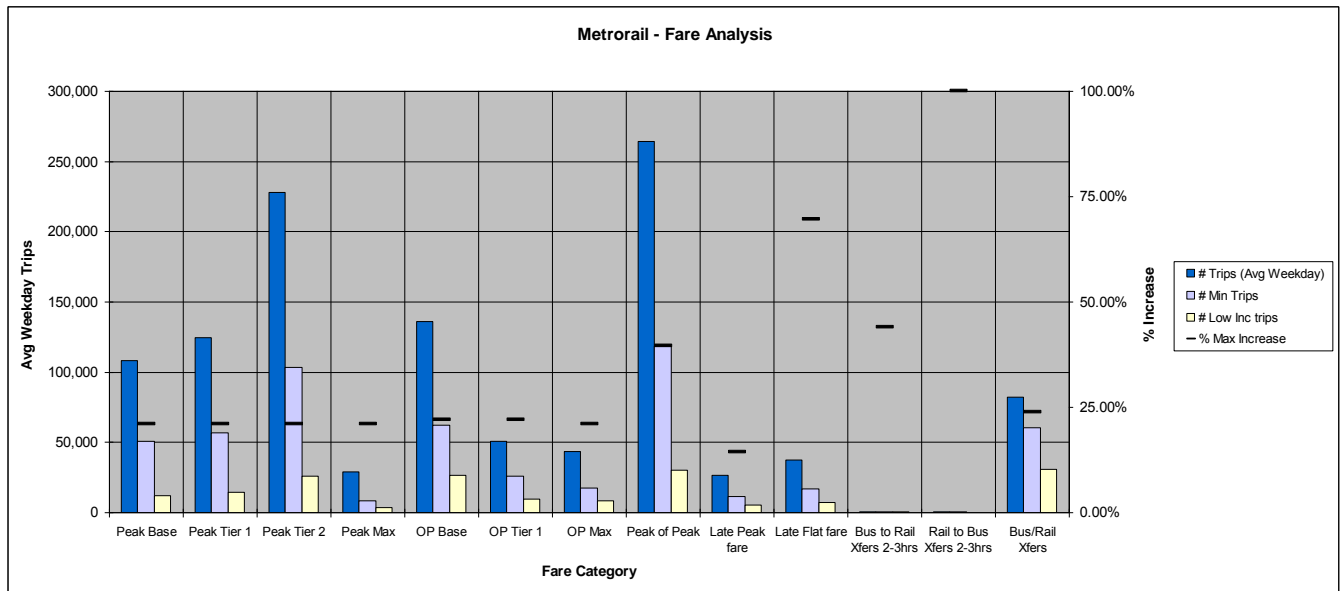
\* Based on existing, FY2010 Fare Structure. The proposed fare increase for FY2011 recommended by Metro’s Board on May 27 assumes no service cuts and is therefore not applicable.

Most customers traveling on these routes are able to make their trip on another line or by switching to Metrorail. However, many of these diversions increase the fare paid (in 15 out of 63 trips); travel time (in 12 out of 63 trips) and/or number of transfers (in 18 out of 63 trips). Bus lines are considered ‘minority’ or ‘low income’ if the percent ridership for these populations exceeds the Metrobus averages for minority and low income populations. Of the trips where no alternative service is available, seven are considered minority lines and eight are considered low income lines.

**RECOMMENDED FARE ADJUSTMENTS**

All fare media and modes were impacted by the proposals. In order to provide guidance on how the various fare proposals impact minority and low-income riders, staff analyzed how (mode), when (time of day) and where (distance/line) minority and low-income riders travel in the system. Average existing and proposed fares were calculated for each fare tier. The following summary charts were prepared for each type of fare media where data on rider demographics and fare use was available. Staff analyzed the ‘worst case scenario’ presented in the public docket, i.e. the highest percent increase proposed for each piece of fare media.

### **Metrorail Fare Analysis**



The results of this analysis show that the greatest numbers of minority and low-income Metrorail riders travel during:

- peak periods at distances of 7-10 miles,
- off-peak periods at distances of 0-3 miles, and
- during the peak-of-the-peak.<sup>3, 4</sup>

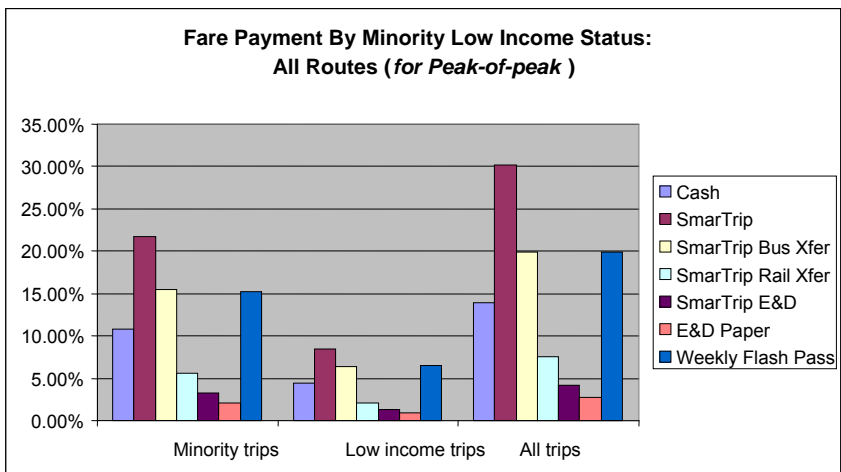
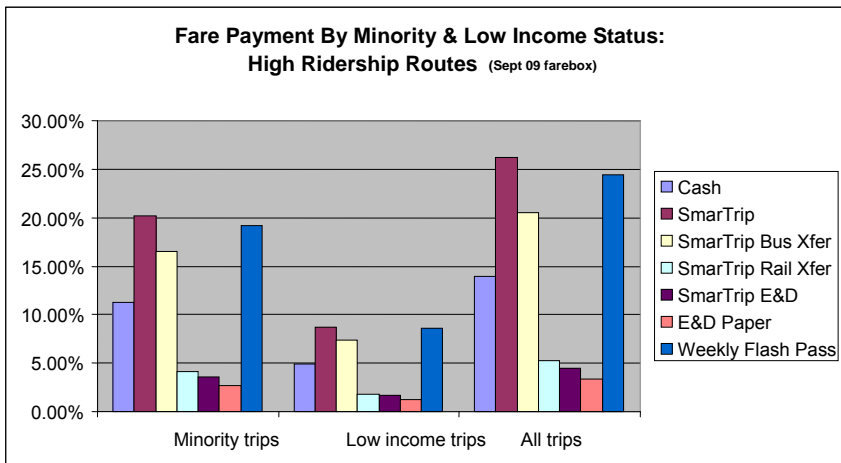
In addition, a significant number of these passengers transfer between bus and rail and will experience an increase on both rail and bus fares. Though this would be somewhat tempered by the \$.50 discount each way, without an increase in the discount, the percent increase will be higher than that of rail passengers not transferring between modes.

### **Metrobus Fare Analysis**

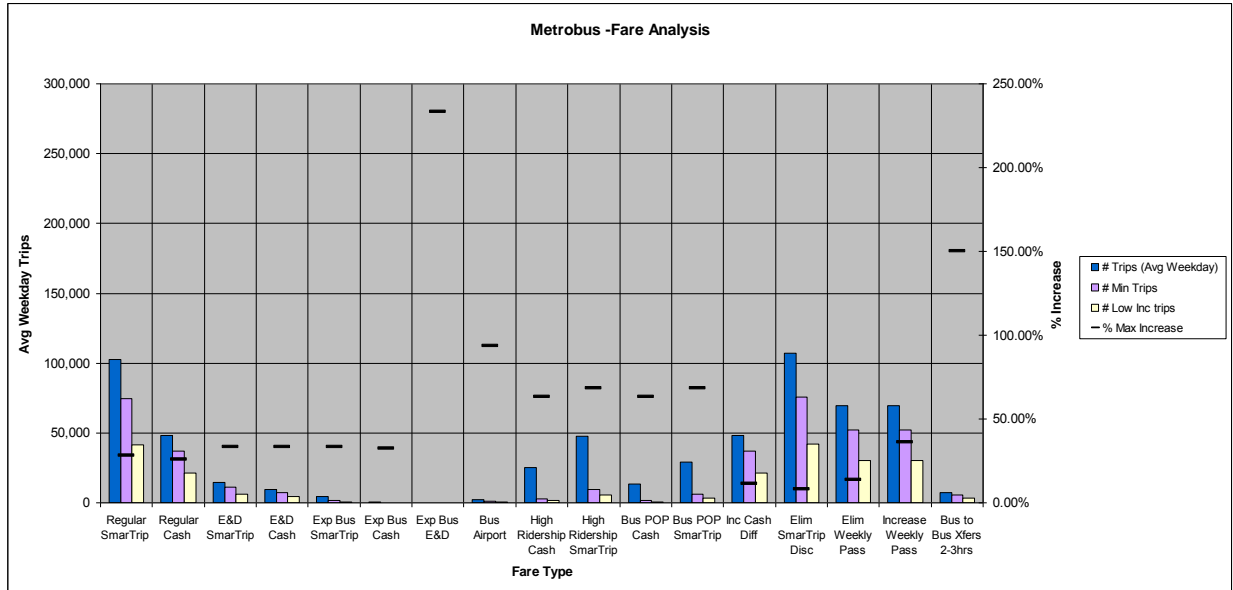
Metrobus ridership analysis shows that the greatest numbers of minority and low-income riders pay with SmarTrip®, weekly passes and cash. Applying minority and low-income data at the line level to 2009 Metrobus farebox data shows the following breakdown of fare payment by these groups, versus fare payment by all passengers:

<sup>3</sup> Metro has not collected demographic data for peak-of-the-peak. For these analyses, staff has assumed demographic data for peak periods.

<sup>4</sup> Peak-of-the-peak ridership is a subset of peak ridership. Percent increase has been calculated as 21% greater than existing average fare, plus .50, versus average current peak fare.



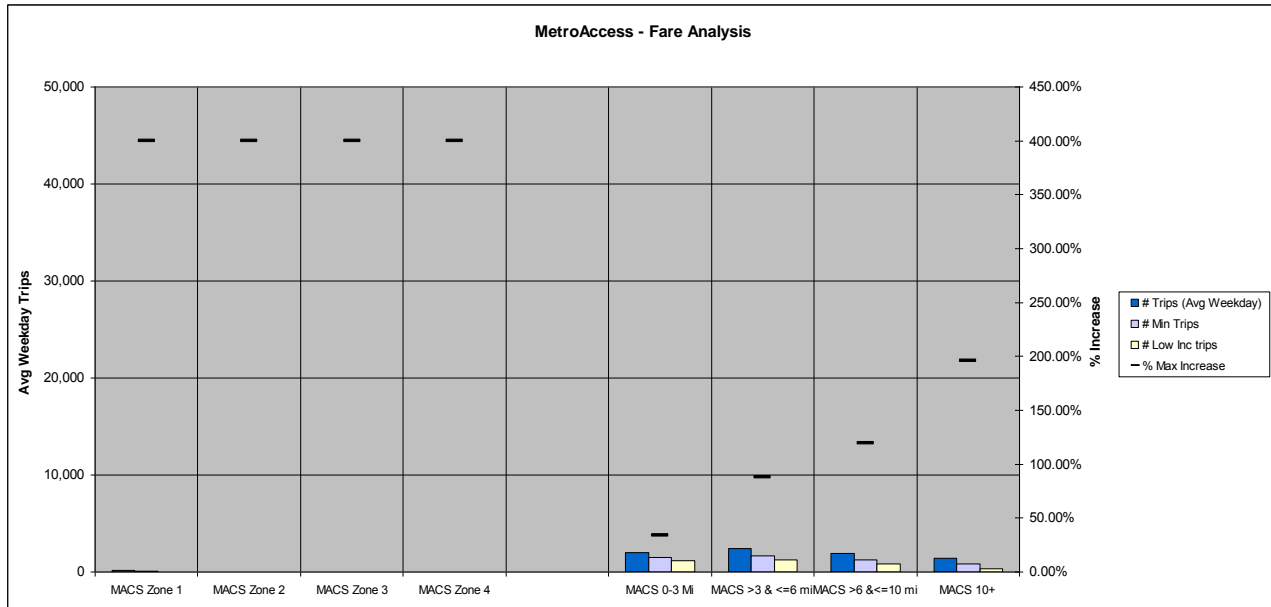
A summary of individual proposals by percent change in fare is as follows:



Proposals with the highest percentage increase tend to have lower numbers of minority and low-income riders using that type of fare media. However, while the proposed increase in the weekly bus pass is not among the highest of the proposals, it is a greater increase than the regular cash or SmarTrip® fare, and it is used by a significant number of minority and low-income riders.

**MetroAccess Fare Analysis**

Two proposals were put forth regarding MetroAccess Services (MACS): one for trips within the ADA-defined boundary (base fare) and one for trips beyond the ADA boundary (supplemental fare). Average daily trip patterns for these services are shown below. (Note: the scales are different for the MetroAccess chart as the ridership is much lower than Metrorail or Metrobus):



**BASE FARE TRIPS**

Staff analyzed trip data from January 2010 to determine impacts on minority and low-income riders, identifying the top 25 trip destinations and the client addresses associated with each trip as the sample for the analysis. These trips represent about 10% of the trips for the entire month. Fares for sample trips were calculated for both the peak and off-peak using Metro’s Trip Planner application, with existing fares (including the \$.10 surcharge) as the base, which were then multiplied by two. Given the complexity of the trip analysis and the broad scope of the public docket, staff was unable to calculate for this analysis the additional fare that would come as a result of the proposed increases to rail and bus fares. As the proposals were refined, staff was able to calculate the increases. (See May 27 Board Direction).

The results are summarized by clients’ minority and income status and by trip length.

As shown on Tables One and Two and on Charts One and Two, for the trips analyzed in the sample, the impact for minority and low-income clients traveling during the peak period consists of a fare increase from \$2.50 to an average fare per one-way trip of \$4.75 (up 90%) and \$4.65 (up 86%) respectively. This increase is less than the average fare per trip of all clients in the sample of \$4.91 (up 96%). For off-peak trips, the same relationship holds true. Trips made by minority and low-income clients would increase for an average trip from \$2.50 to \$3.83 (up 53%) and \$3.77 (up 51%) respectively, compared to an average for all trips of \$3.95 (58% increase).

The primary reason that minorities and low income patrons in the sample had a lower average fare had to do with the fact that they tended to make shorter trips. As shown on the tables below, the average distance traveled by minorities was 5.2 miles, compared to 7.7 miles for non-minorities. Low-income clients had the shortest trip length, at 4.7 miles, compared to 7.2 miles

for non-low income clients. As shown in Charts 1 and 2, of the 2,036 trips ten or more miles in length with the fare calculated by Trip Planner during the peak, 1,653 were made by non-low income clients compared to only 383 for low income clients.

**Table One – January 2010 MetroAccess Trips to Top 25 Destinations  
 Trips Analyzed in Trip Planner for PEAK Fixed-Route Fare  
 Docket Proposal**

	Number	% of Total	Average Distance Traveled (Miles)	Twice the Current Fixed-Route Fare*	% Increase from Existing \$2.50 Fare
<b>All Trips in Sample</b>	<b>17,412</b>	<b>100.0%</b>	<b>5.8</b>	<b>\$4.91</b>	<b>96.4%</b>
<b>Minority</b>	<b>12,690</b>	<b>72.9%</b>	<b>5.2</b>	<b>\$4.75</b>	<b>90.0%</b>
<b>Non-Minority</b>	<b>4,722</b>	<b>27.1%</b>	<b>7.7</b>	<b>\$5.41</b>	<b>116.4%</b>
<b>Low Income</b>	<b>8,461</b>	<b>48.6%</b>	<b>4.7</b>	<b>\$4.65</b>	<b>86.0%</b>
<b>Non-Low Income</b>	<b>8,951</b>	<b>51.4%</b>	<b>7.2</b>	<b>\$5.26</b>	<b>110.4%</b>

\*Twice the “Regular SmarTrip® Fare” Calculated by Trip Planner for a Comparable Trip on Bus and/or Metrorail

**Table Two -- January 2010 MetroAccess Trips to Top 25 Destinations  
 Trips Analyzed in Trip Planner for OFF PEAK Fixed-Route Fare  
 Docket Proposal**

	Number	% of Total	Average Distance Traveled (Miles)	Twice the Current Fixed-Route Fare*	% Increase from Existing \$2.50 Fare
<b>All Trips in Sample</b>	<b>17,412</b>	<b>100.0%</b>	<b>5.9</b>	<b>\$3.95</b>	<b>58.0%</b>
<b>Minority</b>	<b>12,690</b>	<b>72.9%</b>	<b>5.2</b>	<b>\$3.83</b>	<b>53.2%</b>
<b>Non-Minority</b>	<b>4,722</b>	<b>27.1%</b>	<b>8.2</b>	<b>\$4.38</b>	<b>75.2%</b>
<b>Low Income</b>	<b>8,461</b>	<b>48.6%</b>	<b>4.7</b>	<b>\$3.77</b>	<b>50.8%</b>
<b>Non-Low Income</b>	<b>8,951</b>	<b>51.4%</b>	<b>7.6</b>	<b>\$4.20</b>	<b>68.0%</b>

\*Twice the “Regular SmarTrip® Fare” Calculated by Trip Planner for a Comparable Trip on Bus and/or Metrorail

Chart One - Trip Length vs. Average PEAK Fare

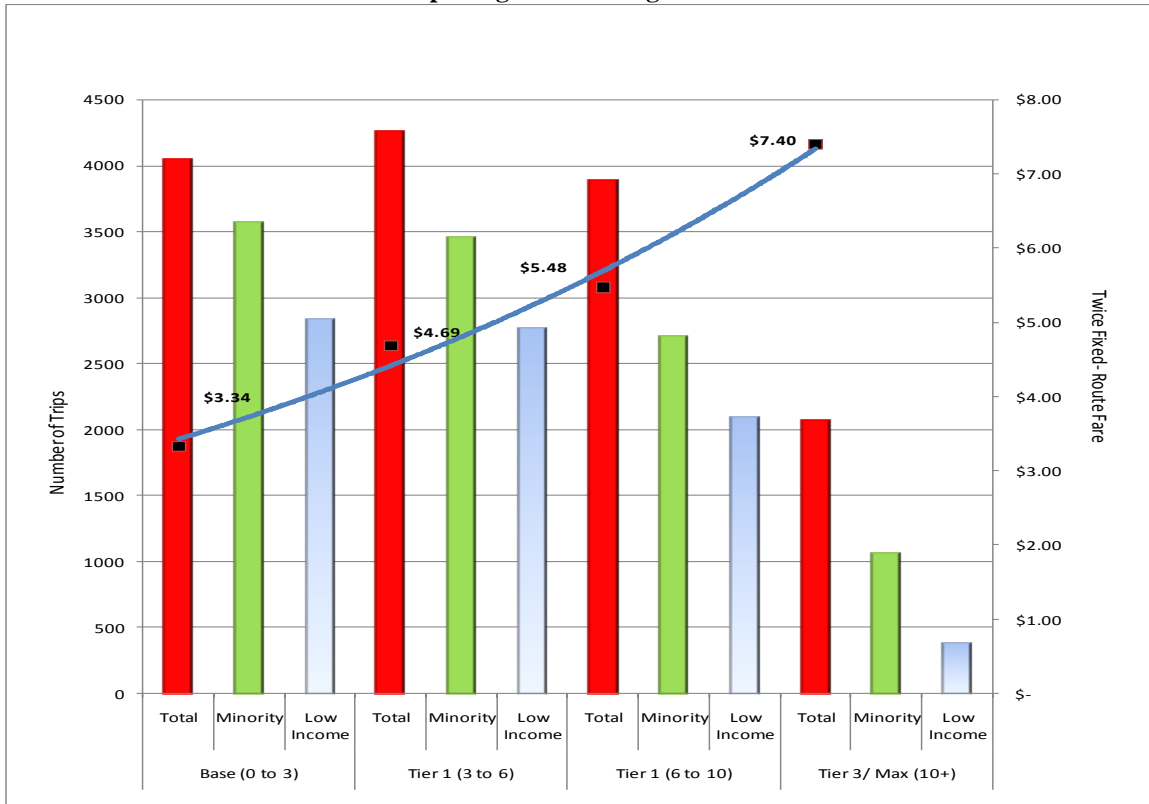
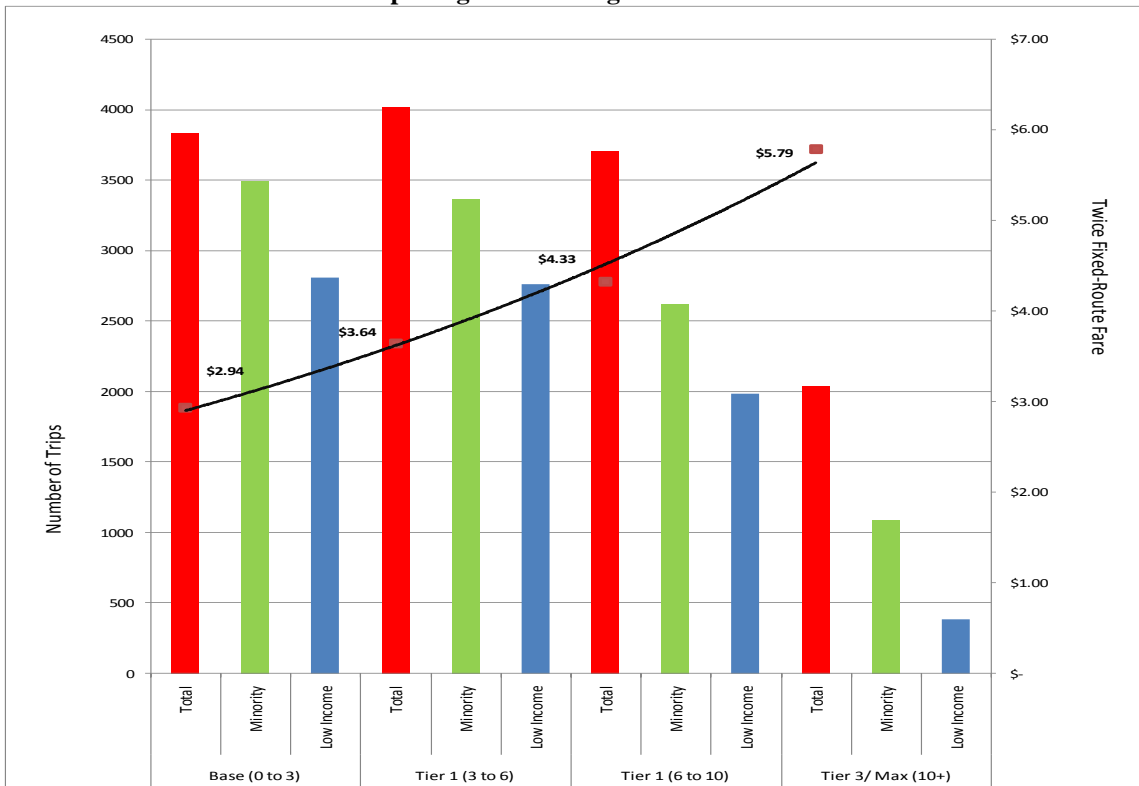
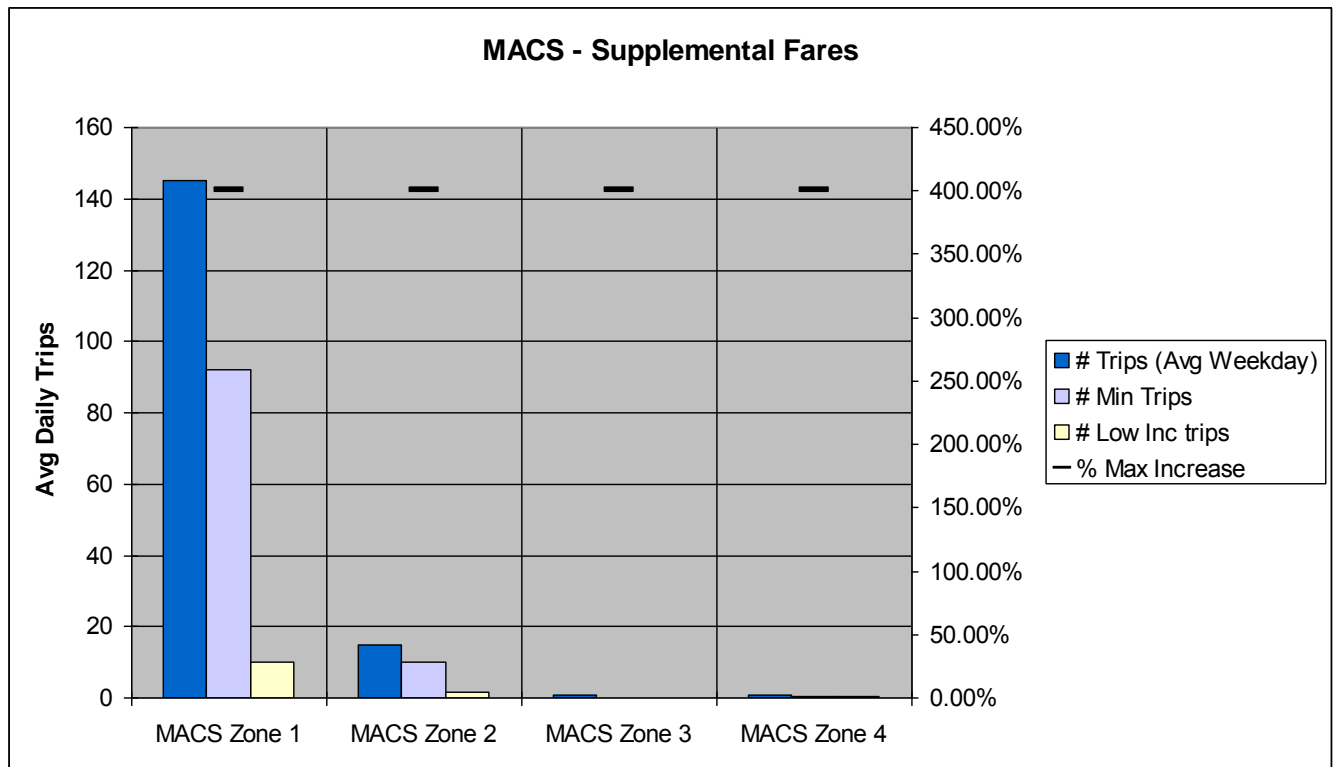


Chart Two-Trip Length vs. Average OFF PEAK Fare



**SUPPLEMENTAL FARE TRIPS**

Staff has analyzed trips made by MetroAccess Services (MACS) clients in January 2010 outside the ¾ mile service area boundary. Approximately two-thirds of these trips were made by minority clients (63.4%) and 7% were made by clients living in Census tracts defined as “low income.” The break-down of these trips by zone is shown below. The fare proposal increases the supplemental fare by 400%; however, this impacts a relatively small number of trips.



The below table summarizes MACS trips in January 2010 beyond the ¾ mile service area by minority and income status. While the percent increase for all zones is 400%, most minority and low income trips are occurring in Zone 1, where the change in absolute dollars is the least. Overall, this change impacts very few trips.

**MACS January 2010 Trips Beyond 3/4 Mile Service Area**

	Zone 1		Zone 2		Zone 3		Beyond Zone 3		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Total</b>	3,231		340		22		10		3,603	
<b>Minority</b>	2,049	63.4%	229	67.4%	2	9.1%	3	30.0%	2,283	63.4%
<b>Non-Minority</b>	1,182	36.6%	111	32.6%	20	90.9%	7	70.0%	1,320	36.6%
<b>Low Income</b>	219	6.8%	38	11.2%	1	4.5%	5	50.0%	263	7.3%
<b>Non-Low Income</b>	3,012	93.2%	302	88.8%	21	95.5%	5	50.0%	3,340	92.7%



**DOCKET PROPOSALS NOT ANALYZED DUE TO DATA LIMITATIONS**

The following proposals from the public docket could not be analyzed due to data limitations:

- Metrorail One Day and Weekly Passes
- Metrorail Paper Farecard Differential
- Capital Improvement Surcharge at Selected Stations
- Bicycle Locker fees
- Child Under 5 Fares

**2. General Manager’s Proposal, April 22, 2010 (Exhibit D)**

After the results of the public hearing had been collected and summarized, Metro’s General Manager presented a consolidated proposal package of service and fare changes to the Metro Board of Directors. This proposal significantly reduced the amount of service adjustments on Metrorail and Metrobus, and eliminated service impacts to current MACS clients. It also proposed lower fare increases than those advertised as the maximum in the public docket, including a proposal that the MACS fare continue as double the SmarTrip® bus fare. It also included a request for additional jurisdictional contributions and internal borrowing for preventive maintenance. Staff was able to analyze this proposal at a systemwide level in order to determine if minority and low-income riders are disproportionately impacted by these proposals.

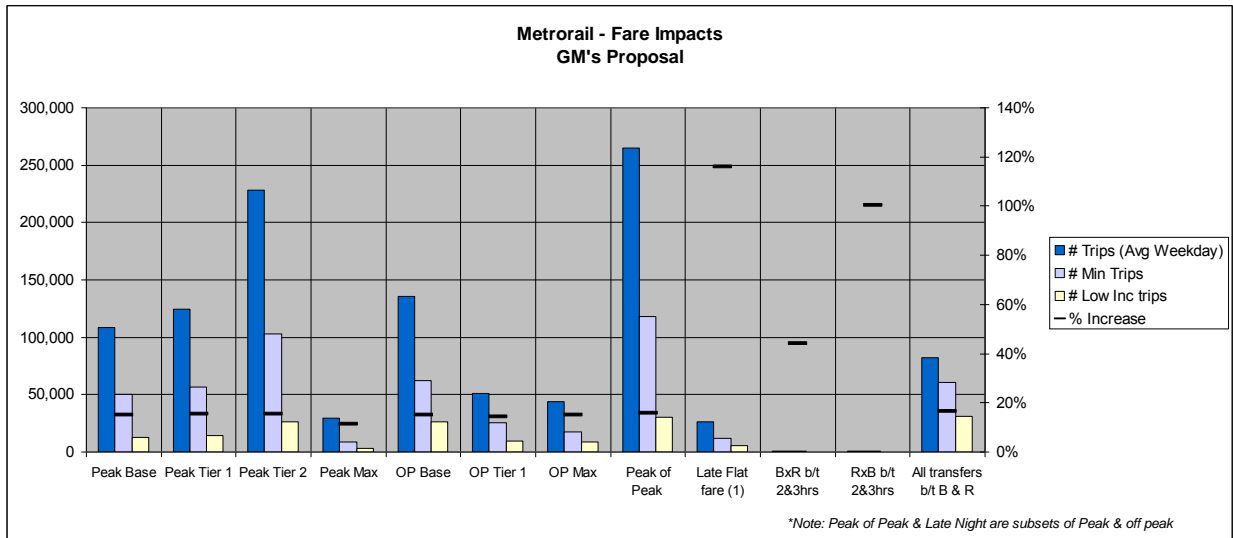
PROPOSED SERVICE CHANGES

<b>2011 Proposals - General Manager's</b>			
	<b>Annual Impacted Trips</b>	<b>Annual Impacted Minority Trips</b>	<b>Annual Impacted Low Income Trips</b>
Rail	53,558,924	23,797,079	6,134,333
Bus	1,481,187	1,034,565	593,265
MACS	0	0	0
Total	55,040,111	24,831,644	6,727,598
	<b>Systemwide Impacted Trips</b>	<b>45%</b>	<b>12%</b>

At a systemwide level, the number of impacted minority and low-income trips does not exceed the systemwide minority and low-income ridership of 56% and 25%, respectively.

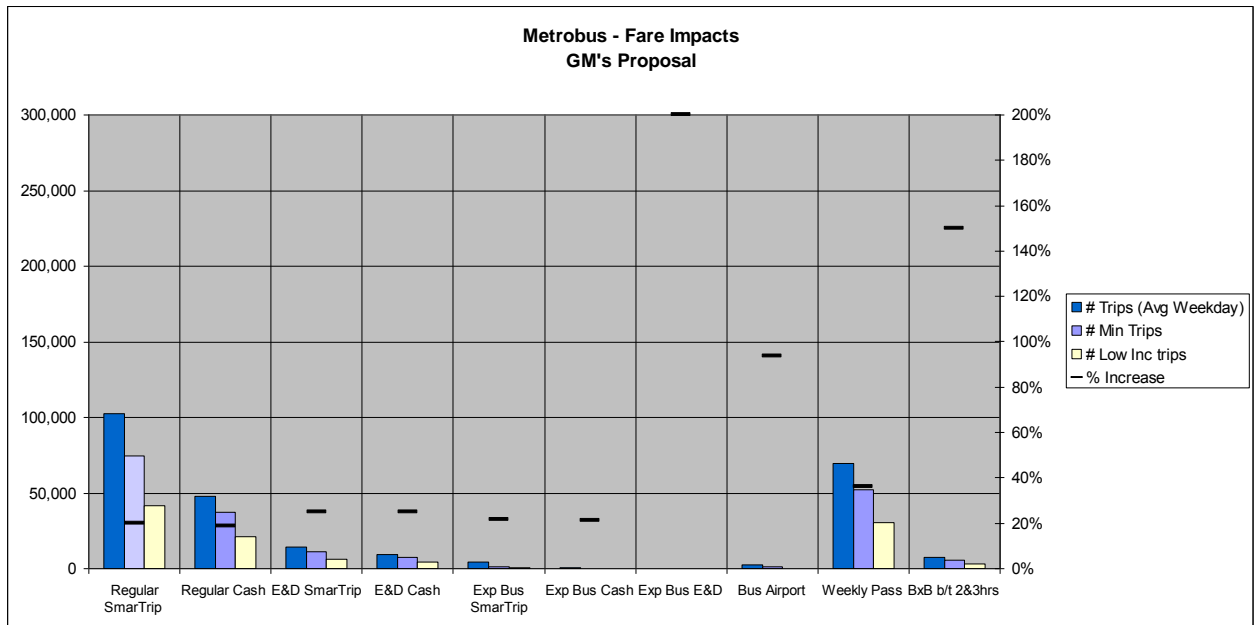
PROPOSED FARE ADJUSTMENTS – METRORAIL

Analysis at the trip level shows the following for Metrorail. The fare changes with the highest percent increases affect a smaller number of riders.



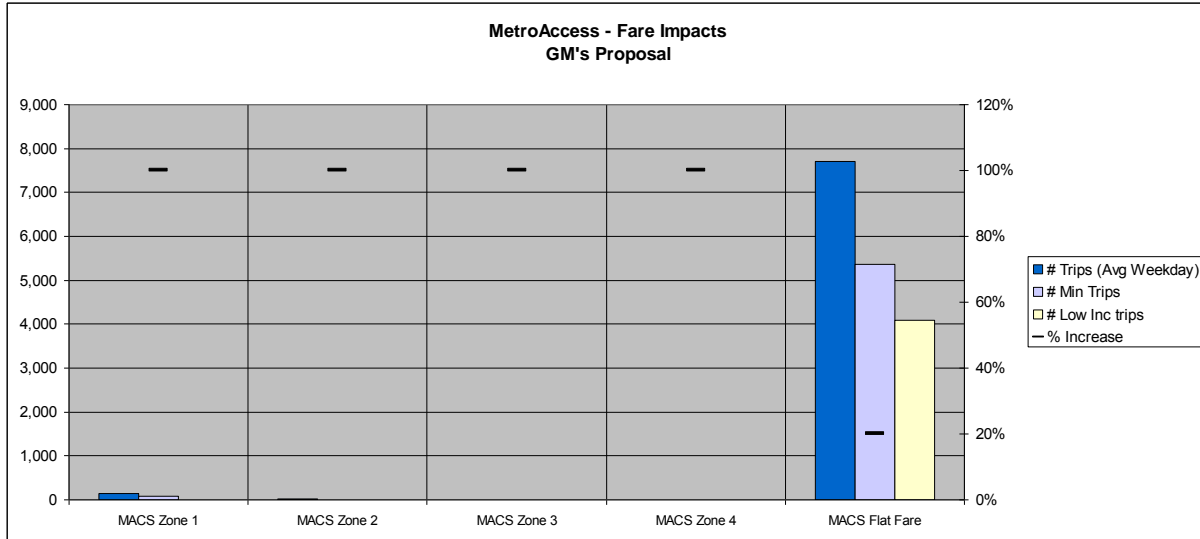
**PROPOSED FARE ADJUSTMENTS – METROBUS**

The General Manager’s proposal recommended a lesser increase to SmarTrip® and cash bus fares, both of which are frequently used by minority and low income riders, than that used in the docket analysis; however, it maintained the same increase on the weekly bus pass, which also is heavily used by these riders. The weekly bus pass, however, equates to the cost of 10 SmarTrip® fare bus trips per week; for those making more than 10 trips per week, the pass still offers a lower cost option.



**PROPOSED FARE ADJUSTMENTS – METROACCESS**

The General Manager’s proposal did not recommend using the comparable fixed-route rail or bus fare as the base for the MACS fare increase. Instead, it recommended continuing the practice of doubling the Metrobus SmarTrip® fare. With that, the proposed fare increase is 20%, the same as Metrobus SmarTrip® fares. It also proposed less of an increase on the supplemental fares, although it did restrict supplemental fare trips to only those clients currently enrolled in MACS. No new clients would be eligible for MACS trips beyond the ¾ mile boundary.



Taken collectively at a systemwide level, these fare proposals would not collect more revenue from minority and low income passengers than the systemwide minority and low income ridership as seen below in the table.

<b>Systemwide Minority &amp; Low Income Ridership</b>		<b>Minority: 56.33%</b>	<b>Low-Income: 24.67%</b>			
	<b>Rail</b>	<b>Bus</b>	<b>MACS</b>	<b>Parking</b>	<b>Transfers</b>	<b>Sum</b>
<b>Average Weekday Revenue: Existing Fares</b>						
<b>Revenue - All trips</b>	\$1,765,303	\$994,228	\$19,432	\$426,684	\$125,913	\$3,331,561
<b>Revenue - Minority trips</b>	\$783,832	\$737,616	\$13,546	\$187,741	\$91,876	\$1,814,611
<b>Revenue - Low Income trips</b>	\$233,330	\$424,272	\$10,238	\$21,334	\$47,551	\$736,726
<b>% Revenue from Minority trips</b>						<b>54.47%</b>
<b>% Revenue from Low Income trips</b>						<b>22.11%</b>
<b>Average Weekday Revenue: Proposed Fares</b>						
<b>Revenue - All trips</b>	\$2,103,111	\$1,323,393	\$23,464	\$470,518	\$179,529	\$4,100,016
<b>Revenue - Minority trips</b>	\$934,557	\$981,731	\$16,346	\$207,028	\$131,589	\$2,271,252
<b>Revenue - Low Income trips</b>	\$281,070	\$564,581	\$12,298	\$23,526	\$68,659	\$950,133
<b>% Revenue from Minority trips</b>						<b>55.40%</b>
<b>% Revenue from Low Income trips</b>						<b>23.17%</b>

**3. Metro Board of Directors Proposal 1, April 29 & May 13, 2010 (Exhibit E)**

Metro’s Board of Directors provided further direction on the budget proposal package presented by the General Manager. The Board package: increased the peak-of-the-peak rail fare for all riders travelling during the defined hours by 10 cents; eliminated the proposed 50 cent parking increase; removed the flat fare on trips after midnight, instead recommending that peak fares be charged on these trips; and, regarding service changes, retained late night weekend Metrorail service until 3:00 AM.

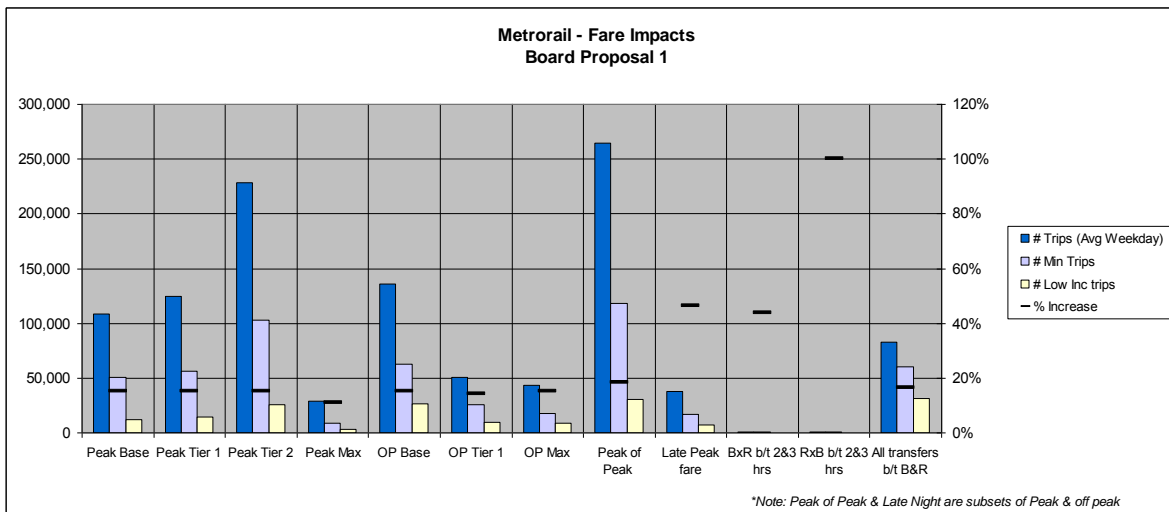
**PROPOSED SERVICE CHANGES**

At a systemwide level, the number of impacted minority and low income trips does not exceed the systemwide minority and low –income ridership of 56% and 25%, respectively.

<b>2011 Proposals - Board of Directors 1</b>			
<b>Mode</b>	<b>Annual Impacted Trips</b>	<b>Annual Impacted Minority Trips</b>	<b>Annual Impacted Low-Income Trips</b>
<b>Rail</b>	52,978,662	23,537,592	6,037,134
<b>Bus</b>	1,481,187	1,034,565	593,265
<b>MACS</b>		0	0
<b>Total</b>	54,459,849	24,572,157	6,630,399
	<b>Systemwide Impacted Trips</b>	<b>45%</b>	<b>12%</b>

**PROPOSED FARE ADJUSTMENTS -- METRORAIL**

Analysis at the trip level shows the following:



**METROBUS**

There were no changes to the Metrobus fare proposals presented by the General Manager on 4/22/10.

**METROACCESS**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

There were no changes to the MACS proposals presented by the General Manager on 4/22/10.

Taken collectively at a systemwide level, these fare proposals would not collect more revenue from minority and low income passengers than the systemwide minority and low income ridership.

<b>Systemwide Minority &amp; Low Income Ridership</b>	<b>Minority: 56.33%</b>	<b>Low-Income: 24.67%</b>
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	Rail	Bus	MACS	Parking	Transfers	Sum
<b><i>Average Weekday Revenue: Existing Fares</i></b>						
<b>Revenue - All trips</b>	\$1,765,303	\$994,228	\$19,432	\$202,180	\$125,913	\$3,107,056
<b>Revenue – Minority trips</b>	\$783,832	\$737,616	\$13,546	\$ 88,959	\$91,876	\$1,715,829
<b>Revenue - Low Income trips</b>	\$233,330	\$424,272	\$10,238	\$ 10,109	\$47,551	\$725,500
<b>% Revenue from Minority trips</b>						<b>55.22%</b>
<b>% Revenue from Low Income trips</b>						<b>23.35%</b>
<b><i>Average Weekday Revenue: Proposed Fares</i></b>						
<b>Revenue - All trips</b>	\$2,099,627	\$1,323,393	\$23,464	\$220,560	\$179,529	\$3,846,573
<b>Revenue – Minority trips</b>	\$933,101	\$981,731	\$16,346	\$ 97,046	\$131,589	\$2,159,814
<b>Revenue - Low Income trips</b>	\$278,101	\$564,581	\$12,298	\$11,028	\$68,658	\$934,666
<b>% Revenue from Minority trips</b>						<b>56.15%</b>
<b>% Revenue from Low Income trips</b>						<b>24.30%</b>

**4. Congested Core Analysis, April 29, 2010 (Exhibit E)**

The Metro Board also requested that staff evaluate a proposal to charge a fare based on trips travelling through the congested core of the rail system. Staff evaluated this proposal as the ‘peak-of-the-peak’ fare element of the Board package discussed in the previous section. In this case, the 20 cent surcharge on all passengers during the peak-of-the-peak proposal was replaced with the 50 cent congested core proposal. The proposal was evaluated in two ways: first, by applying the surcharge to all trips traveling to and through the core during peak-of-the-peak; second, for all trips travelling to and from the core during peak periods.

For this exercise, staff used an O&D trip matrix for an average weekday that identified trips associated with stations affected by the proposal, and applied a percentage for minority and low-income ridership developed using an O&D matrix from the two rail passenger surveys. As a result, staff could calculate the totals for: all impacted trips, impacted minority trips and impacted low income trips. The revenues associated with these trips were then added to the systemwide revenue calculation matrix. The results for the two scenarios are below:

<b>Systemwide Minority &amp; Low Income Ridership</b>	<b>Minority: 56.33%</b>	<b>Low-Income: 24.67%</b>
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	Rail	Bus	MACS	Parking	Transfers	Sum
<b>Average Weekday Revenue: Existing Fares</b>						
Revenue - All trips	\$1,765,303	\$994,228	\$19,432	\$202,180	\$125,913	\$3,107,056
Revenue – Minority trips	\$783,832	\$737,616	\$13,546	\$ 88,959	\$91,876	\$1,715,829
Revenue - Low Income trips	\$233,330	\$424,272	\$10,238	\$ 10,109	\$47,551	\$725,500
% Revenue from Minority trips						<b>55.22%</b>
% Revenue from Low Income trips						<b>23.35%</b>
<b>Average Weekday Revenue: Proposed Fares To and Through the Core</b>						
Revenue - All trips	\$2,153,238	\$1,323,393	\$23,464	\$220,560	\$179,529	\$3,900,184
Revenue – Minority trips	\$952,506	\$981,731	\$16,346	\$ 97,046	\$131,589	\$2,179,218
Revenue - Low Income trips	\$281,897	\$564,581	\$12,298	\$11,028	\$68,658	\$938,463
% Revenue from Minority trips						<b>55.87%</b>
% Revenue from Low Income trips						<b>24.06%</b>
<b>Average Weekday Revenue: Proposed Fares To and From the Core</b>						
Revenue - All trips	\$2,127,045	\$1,323,393	\$23,464	\$220,560	\$179,529	\$3,873,991
Revenue – Minority trips	\$939,525	\$981,731	\$16,346	\$ 97,046	\$131,589	\$2,166,238
Revenue - Low Income trips	\$278,868	\$564,581	\$12,298	\$11,028	\$68,658	\$935,434
% Revenue from Minority trips						<b>55.92%</b>
% Revenue from Low Income trips						<b>24.15%</b>

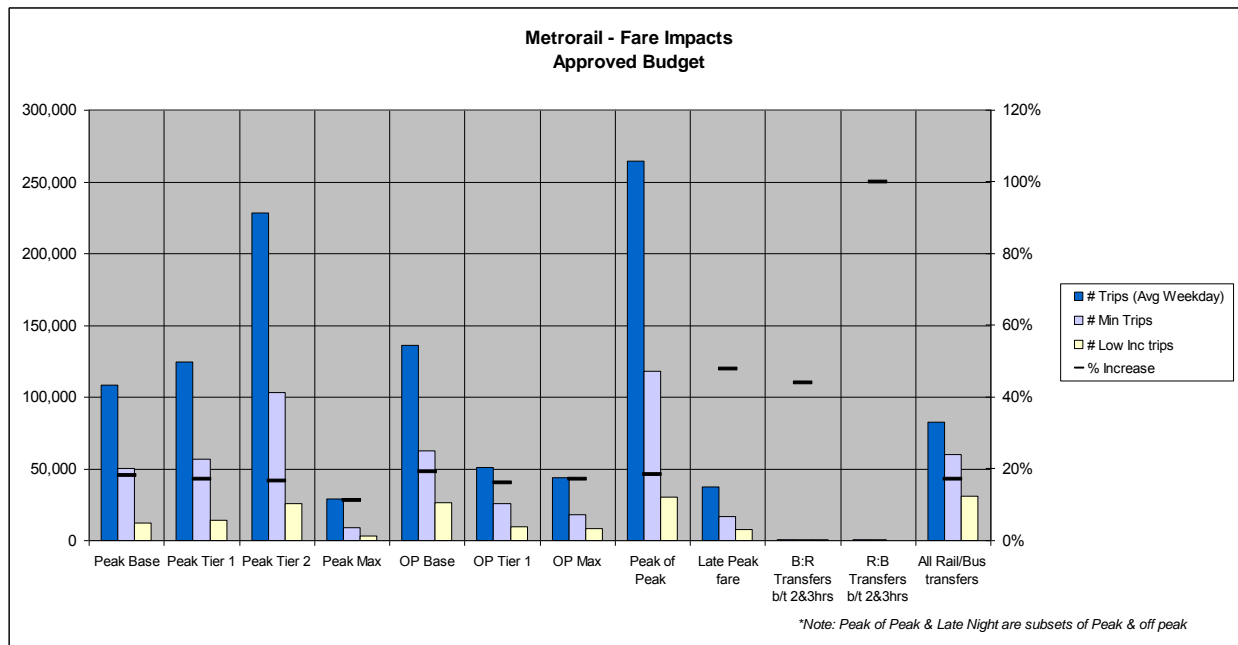
These fare proposals would not collect more revenue from low-income and minority patrons than the systemwide minority and low-income ridership.



**5. Additional Board Direction, May 27, 2010/Approved Budget (Exhibit F)**

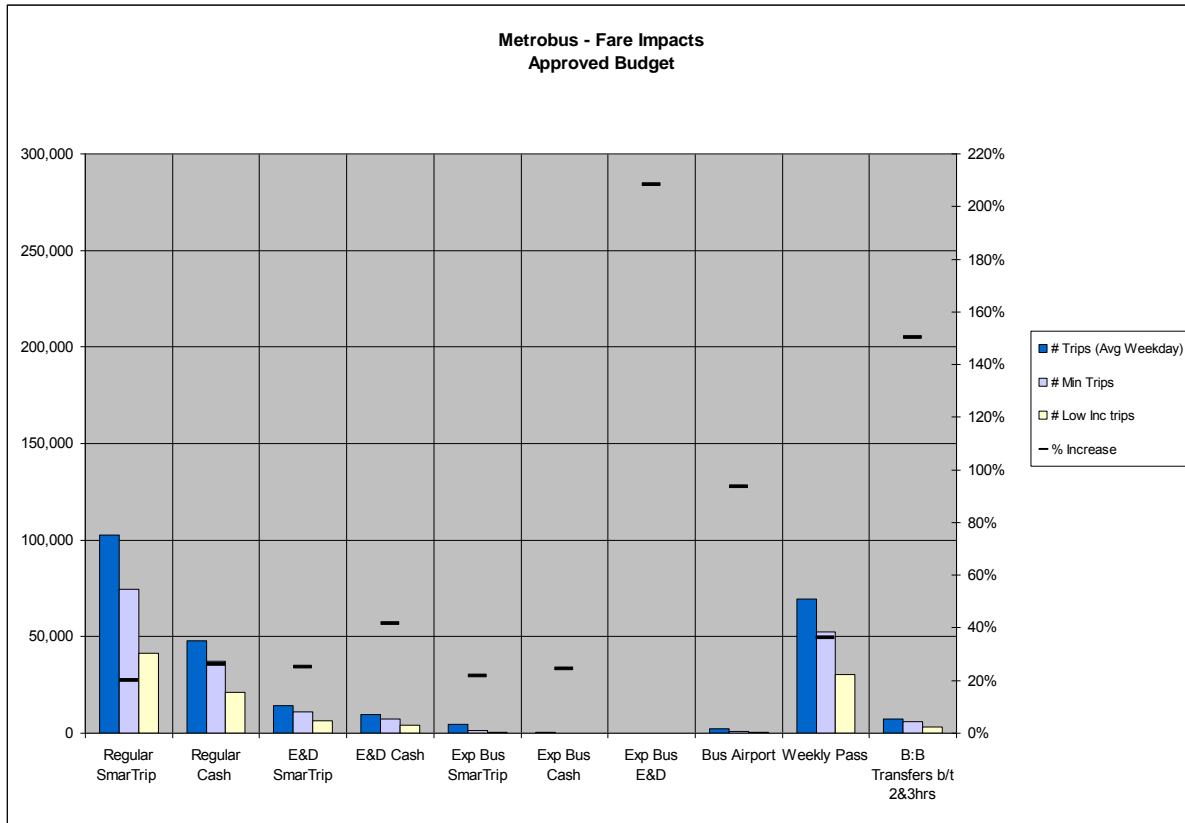
The Metro Board’s final guidance to staff included the following changes from their previous deliberations: an additional 5 cent rail fare increase on all but the maximum peak fare; an increase in the Metrobus SmarTrip® vs. cash fare differential to 20 cents; and an increase in the MACS fare to twice the equivalent fixed route fare (rail and/or bus), with a \$7 maximum for the entire trip (including trips beyond the ¾ mile boundary). Supplemental fare trips on MACS will only be available to current MACS customers. In addition, the Board’s proposal included no service cuts to any existing Metrorail, Metrobus or MetroAccess services. The Metro Board approved this final package for the FY11 budget.

**PROPOSED FARE ADJUSTMENTS – METRORAIL**



The largest increases in fares are to late night fares and those bus/rail transfers occurring between two and three hours; however, not as many minority and low income persons make those trips. The greatest number of minority and low income riders travel in the peak-of-the-peak hours, make off-peak short trips and transfer between bus and rail. Increases on these fares are between 17-19%.

**PROPOSED FARE ADJUSTMENTS -- METROBUS**



Minority and low income riders most frequently use SmarTrip®, followed by the weekly pass and cash fares. The proposed increase on SmarTrip® fares is the lowest on bus at 20%; however, increases on cash and weekly passes are higher at 26% and 36% respectively. Changes in these fares will impact more minority and low income riders. Mitigations are discussed in the following section.

**PROPOSED FARE ADJUSTMENT – METROACCESS**

The Board proposal recommended using the comparable fixed route fare as the base for MACS fares, but capped the fare – including any supplemental zone fare – at \$7. Unlike the Public Docket, this proposal was presented as part of a fare package. For that reason, staff could use the proposed increases on rail and bus to calculate the proposed MACS fare (i.e., 2 times the comparable fixed-route fare) for peak, off-peak and peak-of-the-peak trips. The results for the peak and peak-of-the-peak calculations are very similar across the demographic groups as a number of trips had the exact same \$7.00 fare.

As shown in the tables below, the impact during the off-peak period consists of a fare increase from \$2.50 to an average fare per one-way trip for minorities of \$4.24 (up 94%) and \$4.20 (up 82%) for low income clients. These values are lower than the average for all trips of \$4.34.

During peak and peak-of-the-peak time periods, the average fares for minority and low income clients are the same or slightly higher than the systemwide averages, at \$4.70 and \$4.72 respectively during the peak compared to \$4.70 system-wide and at \$4.78 and \$4.80 respectively during the peak-of-the-peak compared to \$4.76 systemwide. The highest differences between systemwide and a specific group, \$0.04 for low income riders (\$4.80 vs. \$4.76) in the peak-of-the-peak, is less than 1% of the total cost of the trip.

**January 2010 MetroAccess Trips to Top 25 Destinations**  
**Trips Analyzed in Trip Planner for OFF PEAK Fixed-Route Fare**  
**May 27 Board Direction with \$7.00 Max Fare**

	Number	% of Total	Average Distance Traveled (Miles)	Twice the Fixed-Route Fare*	% Increase from Existing \$2.50 Fare
All Trips in Sample	17,412	100.0%	5.9	\$4.34	73.6%
Minority	12,690	72.9%	5.2	\$4.24	69.6%
Non-Minority	4,722	27.1%	8.2	\$4.74	89.6%
Low Income	8,461	48.6%	4.7	\$4.20	68.0%
Non-Low Income	8,951	51.4%	7.6	\$4.56	82.4%

\*Twice the "Regular SmarTrip Fare" Calculated by Trip Planner for a Comparable Trip on Bus and/or Metrorail up to \$7.00

**January 2010 MetroAccess Trips to Top 25 Destinations**  
**Trips Analyzed in Trip Planner for PEAK Fixed-Route Fare**  
**May 27 Board Direction with \$7.00 Max Fare**

	Number	% of Total	Average Distance Traveled (Miles)	Twice the Fixed-Route Fare*	% Increase from Existing \$2.50 Fare
All Trips in Sample	17,412	100.0%	5.8	\$4.70	88.0%
Minority	12,690	72.9%	5.2	\$4.70	88.0%
Non-Minority	4,722	27.1%	7.7	\$4.70	88.0%
Low Income	8,461	48.6%	4.7	\$4.72	88.8%
Non-Low Income	8,951	51.4%	7.2	\$4.70	88.0%

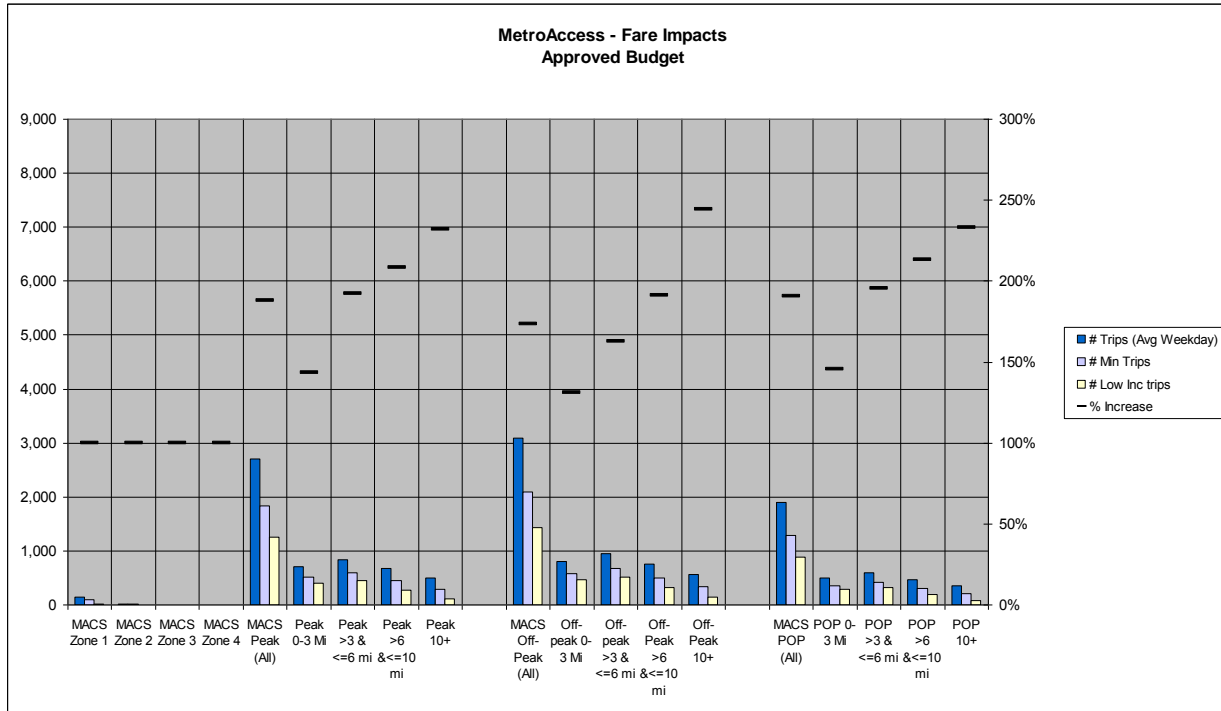
\*Twice the "Regular SmarTrip Fare" Calculated by Trip Planner for a Comparable Trip on Bus and/or Metrorail up to \$7.00

**January 2010 MetroAccess Trips to Top 25 Destinations**  
**Trips Analyzed in Trip Planner for PEAK-OF-THE-PEAK Fixed-Route Fare**  
**May 27 Board Direction with \$7.00 Max Fare**

	Number	% of Total	Average Distance Traveled (Miles)	Twice the Fixed-Route Fare*	% Increase from Existing \$2.50 Fare
All Trips in Sample	17,412	100.0%	5.8	\$4.76	90.4%
Minority	12,690	72.9%	5.2	\$4.78	91.2%
Non-Minority	4,722	27.1%	7.7	\$4.72	88.8%
Low Income	8,461	48.6%	4.7	\$4.80	92.0%
Non-Low Income	8,951	51.4%	7.2	\$4.72	88.8%

\*Twice the "Regular SmarTrip Fare" Calculated by Trip Planner for a Comparable Trip on Bus and/or Metrorail up to \$7.00

**SUMMARY – METROACCESS FARE IMPACTS**



**SYSTEMWIDE SUMMARY – APPROVED BUDGET**

Taken collectively at a systemwide level, these fare proposals would not collect more revenue from minority and low income passengers than the systemwide minority and low income ridership.

<b>Systemwide Minority &amp; Low Income Ridership</b>	<b>Minority: 56.33%</b>	<b>Low-Income: 24.67%</b>
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	Rail	Bus	MACS	Parking	Transfers	Sum
<b>Average Weekday Revenue: Existing Fares</b>						
Revenue - All trips	\$1,765,303	\$994,228	\$19,432	\$202,180	\$125,913	\$3,107,056
Revenue – Minority trips	\$783,832	\$737,616	\$13,546	\$ 88,959	\$91,876	\$1,715,829
Revenue - Low Income trips	\$233,330	\$424,272	\$10,238	\$ 10,109	\$47,551	\$725,500
% Revenue from Minority trips						<b>55.22%</b>
% Revenue from Low Income trips						<b>23.35%</b>
<b>Average Weekday Revenue: Proposed Fares</b>						
Revenue - All trips	\$2,135,334	\$1,329,212	\$35,558	\$220,560	\$179,529	\$3,900,193
Revenue – Minority trips	\$949,429	\$986,199	\$24,121	\$ 97,046	\$131,589	\$2,188,384
Revenue - Low Income trips	\$283,244	\$567,149	\$16,429	\$11,028	\$68,659	\$946,509
% Revenue from Minority trips						<b>56.11%</b>
% Revenue from Low Income trips						<b>24.27%</b>

**Determination of Disproportionate Impact on Minority and Low Income Riders and  
 Actions to Mitigate**

At each step of the FY11 budget decision-making process, staff analyzed proposals put forward by Metro’s General Manager and Board of Directors. The initial docket presented to the Public in March and April 2010 offered for public consideration a variety of options/ideas to close the budget gap. Some of the fare proposals conflicted with one another, so this portion of the Docket could not be analyzed at the system level. However, as the Docket contained every possible option under consideration for balancing the budget, it constituted the baseline from which subsequent proposals were developed and analyzed for Title VI impacts.

In response to customer appeals to avoid service cuts, at the June 24, 2010 Metro Board of Director’s meeting, a number of steps were approved to maintain Metro's current service levels, including additional jurisdictional contributions and an increase in fares across the board in all transportation modes.

The fare increases shown on the tables below were approved by Metro’s Board of Directors at its June 24<sup>th</sup> meeting.

**FY 2011 Fare TABLE**

<b>Fare Category</b>	<b>Current*</b>	<b>Board Guidance</b>	<b>Change</b>
<b>METRORAIL</b>			
<b>Increase Regular (Peak) fares</b>	\$ 1.65	\$ 1.95	\$ 0.30
Increase peak period boarding charge (less than 3 miles) to \$2.20 for paper fare card and \$1.95 for SmarTrip®			
Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039
Increase 2nd Tier of peak period mileage charge (6 miles to max fare)	\$ 0.230	\$ 0.265	\$ 0.035
Increase the max period fare to \$5.25 for paper fare card and \$5.00 for SmarTrip®, plus the Peak-of-the-Peak surcharge	\$ 4.50	\$ 5.00	\$ 0.50
Implement Peak-of-the-Peak pricing <ul style="list-style-type: none"> <li>• 7:30 to 9:00 in AM peak</li> <li>• 4:30 to 6:00 in PM peak</li> </ul>		\$ 0.20	\$ 0.20
<b>Increase Discounted (Off-peak) fares</b>	\$ 1.35	\$ 1.60	\$ 0.25
Increase the Boarding Charge (First 7 miles) to \$1.85 for paper fare card and \$1.60 for SmarTrip®			
Increase the 1st Tier (7 to 10 miles) charge to \$2.40 for paper fare card and \$2.15 for SmarTrip®	\$ 1.85	\$ 2.15	\$ 0.30
Increase the 2nd Tier (over 10 miles) charge for \$3.00 for paper fare card and \$2.75 for SmarTrip®	\$ 2.35	\$ 2.75	\$ 0.40
Charge Regular (peak fare) on rail from midnight to closing			
Increase pass prices consistent with the boarding charges, peak-of-the-peak and federal and other requirements			
Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.			
<b>Elderly &amp; Disabled fares</b>			
Increase the E&D fares to 50 percent of the regular (peak) fares including any applicable surcharges and differentials for all trips taken			

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

Fare Category	Current*	Board Guidance	Change
<b>METROBUS</b>			
Increase the boarding charge to \$1.70 for cash and \$1.50 for SmarTrip®	\$ 1.25	\$ 1.50	\$ 0.25
Increase Express bus charge to \$3.85 for cash and \$3.65 for SmarTrip®	\$ 3.00	\$ 3.65	\$ 0.65
Increase the bus fare on the Dulles (5A) and BWI shuttles (B30) to \$6.00	\$ 3.10	\$ 6.00	\$ 2.90
Increase the weekly bus pass price	\$ 11.00	\$ 15.00	\$ 4.00
Reduce bus-to-bus transfer period from 3 hrs to 2 hrs.			
<b>Elderly &amp; Disabled fares</b>			
Increase the E&D fares to 50 percent of the boarding charge including any applicable surcharges and differentials			
Increase the boarding charge for E&D on express buses and the airport shuttle (5A and B30), exclusive of surcharges	\$ 0.60	\$ 1.80	\$ 1.20
<b>METROACCESS</b>			
Increase the MetroAccess fare to twice the equivalent fixed route fare, \$7 maximum fare			
<ul style="list-style-type: none"> <li>• Increase the supplemental fare for service provided in Zone 1</li> <li>• Increase the supplemental fare for service provided in Zone 2</li> <li>• Increase the supplemental fare for service provided in Zone 3</li> <li>• Increase the supplemental fare for service provided in Zone 4</li> </ul>	\$ 1.00 \$ 2.00 \$ 3.00 \$ 4.00	\$ 2.00 \$ 3.00 \$ 4.00 \$ 5.00	\$ 1.00 \$ 1.00 \$ 1.00 \$ 1.00
<b>OTHER</b>			
Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00
Increase reserved parking fee based on demand	\$ 55.00	\$ 65.00	\$ 10.00

\* Prior to implementation of \$0.10 surcharge in March 2010 6/23/2010 8:57

**FY 2011 Fare TABLE**

Fare Category-Fare Media	Current	June 27 Pricing	August 1 Pricing	Change
<b>METRORAIL Fare Media</b>				
• One Day Pass	\$ 7.80	\$ 9.00	\$ 9.00	\$ 1.20
• 7-Day Short Trip Pass	\$26.40	\$30.35	\$32.35	\$ 5.95
• 7-Day Fast Pass	\$39.00	\$45.00	\$47.00	\$ 8.00
• SmartStudent Pass	\$26.00	\$30.00	\$30.00	\$ 4.00
• DC Student 10-Trip Farecard	\$ 8.00	\$ 9.50	\$ 9.50	\$ 1.50
• Transit Link Card	\$80.00	\$92.00	\$102.00	\$22.00
<b>METROBUS Fare Media</b>				
• Weekly Flash Pass	\$11.00	\$15.00	\$15.00	\$ 4.00
• Adult Tokens 10-Pack	\$13.50	\$17.00	\$17.00	\$ 3.50
• DC Student Tokens 10-Pack	\$ 6.25	\$ 7.50	\$ 7.50	\$ 1.50
• Weekly Senior Flash Pass	\$ 6.00	\$ 7.50	\$ 7.50	\$ 1.50
• Weekly Disabled Flash Pass	\$ 6.00	\$ 7.50	\$ 7.50	\$ 1.50

The fare adjustments were approved by the Board of Directors to go into effect on June 27 and August 1 included the following:

- A \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction (Virginia, Maryland and the District of Columbia) for the purpose of funding station-specific capital improvements at the stations where the surcharge is levied; provided that each

jurisdiction receives approval for its proposed two stations from the Board prior to implementation.

- No change in current fare policy for the Elderly & Disabled fares for Rail and Bus.
- The \$7 maximum on MetroAccess fares will include the supplemental zone fares.

METROBUS VS. METRORAIL FARES

Public opinion, historical trends and peer data were all a consideration in the determination of Metro’s budget closing measures. To assist those patrons who are most transit dependent, Metrobus fares have been kept comparably lower than Metrorail fares. Please note that the systemwide estimates of minority and low-income ridership on Metrobus is 75% and 42% respectively. Metrorail minority and low-income ridership is estimated to be 45% and 14% respectively. Historically, since 2003, Metrobus fares have increased 23% versus a 50% increase for Metrorail fares.

HISTORY OF METRO FARE INCREASES

	Metrobus			Metrorail		
	<i>Start</i>	<i>Finish</i>	<i>Change</i>	<i>Start</i>	<i>Finish</i>	<i>Change</i>
2003	\$1.10	\$1.20	\$0.10	\$1.10	\$1.20	\$0.10
2004	\$1.20	\$1.25	\$0.05	\$1.20	\$1.35	\$0.15
2008	\$1.25	\$1.35	\$0.10	\$1.35	\$1.65	\$0.30

In addition, Metrobus fares are low in comparison with peer transit agencies.

METRO’S FARES COMPARED TO PEER TRANSIT AGENCIES

	Base Bus Fare	Base Rail Fare	Paratransit Fare
WMATA	\$1.50/\$1.70	\$1.95	\$2.50
MTA NY	\$2.25	\$2.25	\$2.25
SEPTA	\$2.00	\$2.00	\$4.00
BART	\$2.00	\$1.75	
MBTA	\$1.25	\$1.70/\$2.00	\$2.00
CTA	\$2.00/\$2.25	\$2.25	
MTA BALT	\$1.65	\$1.60	\$3.00
MARTA	\$2.00	\$2.00	\$1.85

*Fare data collected in March 2010*

Nevertheless, there is little difference in the percentage increase between Metrobus cash and Metrorail paper fare increase and an even smaller difference in increase between the SmarTrip® fares on bus and rail. The fare recovery on Metrorail is 81.92%; on Metrobus, it is 28.21%.



APPROVED CHANGES IN BASE BOARDING FARES

Mode of Transportation	Base Boarding Fare	Amount of Proposed Increase	New Proposed Fare	% Increase
Metrobus (Cash)	\$1.35	\$0.35	\$1.70	26%
Metrobus (SmarTrip®)	\$1.25	\$0.25	\$1.50	20%
Metrorail (Paper Fare)	\$1.65	\$0.55	\$2.20	33%
Metrorail (SmarTrip®)	\$1.65	\$0.35	\$1.95	21%

The percentage increase for the base boarding fare for Metrobus riders who use cash is greater than any of the other base fare increases. According to Metrobus ridership analysis the greatest number of minority and low income riders pay with SmarTrip®, the weekly pass and cash. Consequently, the areas of concern are the frequent use of the weekly bus pass and SmarTrip® card by minority and low-income patrons, as well as the high usage of cash by the same ridership.

USE OF METROBUS WEEKLY FLASH PASS

The increase in the Metrobus weekly flash pass is among the highest in the fare media at 36%. A significant number of minority and low income riders use this fare media. Even with the increase in the cost of a Metrobus weekly pass (from \$11 to \$15), customers begin saving after taking only 10 trips as the weekly bus pass allows unlimited travel on Metrobus for seven days.

USE OF CASH ON METROBUS

While cash fares experienced the greatest increase, the impact can be minimized by use of the SmarTrip® card or the weekly bus pass.

In order to minimize, mitigate, or offset any adverse effects of the fare changes on minority and low-income populations, Metro will provide discounted or free SmarTrip® cards and provide workshops on how to use the farecard machines to low-income, minority and Spanish speaking patrons on bus routes with high cash and weekly pass usage.

In addition, plans are underway to enhance the benefits of the SmarTrip® card. Customers will be able to place all their transit fare on one card, and be able to take advantage of transfers and the insurance protection that SmarTrip® offers when the card is registered.

PATRONS WHO TRANSFER BETWEEN BUS TO RAIL AND VICE VERSA

Riders who transfer between bus and rail modes will be subject to the fare increase on both modes. On an average weekday, there are approximately 80,000 transfers in both directions combined. In looking at the transfers on Metrobus lines where demographic data is available, about 76% of daily transfers could be characterized as minority or low-income, suggesting possible adverse impact for those riders.

In addition, the transfer window is decreasing from 3 to 2 hours. However, for those bus/rail transfers occurring between two and three hours; there are few minority and low income persons who make those trips, and the rate of increase can be tempered by use of the SmarTrip® card.

DC STUDENT PASSES

The School Transit Subsidy Program provides reduced fares for student travel on Metrorail and Metrobus, given that the District of Columbia does not have a school bus program. Students must meet the following eligibility qualifications:

- Students must reside in the District of Columbia;
- Be less than 19 years of age except in the case of children with disabilities to whom reduced fares shall be available for those students under 22 years of age;
- Be enrolled in an elementary or secondary public, private, charter or parochial school located within the District; and
- Need to use Metrobus and/or Metrorail for travel to and from school and to and from related educational activities in the District.

The program serves about 20,000 children. According to October 2009 DC Public School statistics, the following is a breakdown of students by ethnicity:

Ethnicity	Percentage
<b>Black</b>	<b>82.1%</b>
<b>Hispanic</b>	<b>10.3%</b>
<b>White</b>	<b>5.7%</b>
<b>Asian/Pacific Islander</b>	<b>1.8%</b>
<b>American Indian/Alaskan Native</b>	<b>0.1%</b>

The Metrorail SmartStudent Pass has increased from \$26 to \$30 (13% increase) and the DC student farecards from \$8.80 to \$9.50 (7.4% increase). There is approximately 277,000 student ridership per month. Over 41,000 SmartStudent passes are sold per month. The School Transit Subsidy Agreement specifically says how the subsidy amount is calculated. It states “The subsidy will be based on the difference between the payment by the student per pass and the cost of four (4) one-week Metrobus passes. The District shall also pay to WMATA the difference between the regular adult fare paid by District residents and the base Metrobus fare for each Metrorail trip taken with a SmartStudent pass.”

A fare increase for this population presents a difficult issue because the fare media is used primarily by minority students in the District of Columbia. In 1995, the DC City Council

reduced the School Transit Subsidy by \$500,000. To compensate for this reduction, the city increased the percentage share of the cost of public transit travel for students in the School Transit Subsidy Program from 1/3 to 1/2 of the prevailing adult base fare but exempted students from paying any transfer charges. Therefore, under the current subsidy agreement, the District pays 1/2 of the student fare increase. Without increased subsidy from the District, there may be adverse impact on the affected population.

#### PUBLIC OPINION

WMATA's Board of Directors conducted a series of six public hearings between March 4 and April 6 to get public input on a variety of options for how the transit agency should close the \$189 million budget gap in fiscal year 2011. A survey instrument was used to gather public comment online and via mail/email/fax and at the public hearings (*Exhibit B*). A statistical analysis of the survey results found the following overall results. It should be noted that most of the responses from persons self identifying as low-income were not statistically significant.

- When asked how Metro should address its budget deficit, 42% of survey respondents (44% minority/43% low income) chose fare increases that required no service cuts. Respondents were given the choice to adopt the general manager's proposed fare increases and service cuts, adopt fare increases with no service cuts, or build their own budget. Most respondents chose to build their own budget.
- There was no statistically significant difference in the responses related to peak and peak-of-the-peak fares. Less than 25% of survey respondents selected these options. Minority and low-income respondents preferred raising off-peak boarding charges.
- Minority and low-income respondents were more sensitive to changes in the transfer policy and were less likely to agree with increasing the transfer window.
- Most survey respondents did not choose to increase Metrobus fares. Both minority and low-income respondents opted for the 20% increase (vs. 28%) with only 11% of those responding opting for 28% increase.
- Most respondents would accept an increase to the weekly bus pass with 30% of all survey respondents choosing this option. Non-minority respondents were more inclined to accept this increase while income was not a significant factor in how people answered this question.
- Most minority and low income respondents did not favor Metrobus service changes but were generally accepting of reducing service to match seasonal changes.
- Most minority and low income respondents did not chose the option to increase MetroAccess fares.

A tally of the survey results (without the statistical analysis) shows that among the 1,842 inputs received at hearings or provided in writing, 1,454 (79%) specifically opposed cuts to service, and 1,093 (59%) asked that local jurisdictions increase their contributions to Metro's operating budget.

#### IMPACT OF SYSTEM-WIDE FARE INCREASES

To determine the revenue impact of the proposed fare increases on minority and low-income populations, the existing revenue from trips taken by minority and low income ridership was compared to the revenue from trips based on the proposed fare increases. The percentage of revenue mirrors the percentage of systemwide minority and low income ridership which is 56% and 25% respectively, suggesting there is not a disproportionate impact system-wide for the proposed fare increases.

#### MITIGATION

FTA Circular 4702.1A states that a recipient can implement a major service reduction or fare increase that would have a disproportionate high and adverse effect provided that it is demonstrated that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative.

In this analysis we have shown that the approved fare increases were a last resort for balancing the FY2011 budget -- after consideration of various alternatives. Additionally, this analysis shows that WMATA took other actions to close the budget gap such as a reduction in force, moving money from the capital budget over to the operating budget, and most importantly, maintaining Metro's current service levels. History shows that the most transit dependent patrons, those who ride Metrobus, have had lower fare increases than Metrorail, which is patronized by a greater number of non-minority, non-low-income riders. Even with the FY2011 fare increases, the fare recovery on Metrobus (28.21%) remains low in comparison to that on Metrorail (81.92%). Patrons who use cash fares and Metrorail paper fares can minimize the impact of the fare increase by using the SmarTrip® card or the weekly bus pass. While the weekly bus pass can provide savings beyond cash usage, the SmarTrip® card still provides the best value. Consequently, Metro will provide free cards and special outreach to low-income, minority, and Spanish speaking patrons on bus routes which have high usage of cash and weekly passes.

#### Outreach to and Language Assistance to Limited English Proficient Populations

WMATA's implementation strategies for the proposed changes to fares and service included a high level of public outreach in advance of making the changes in order to gather public feedback and input.

Ads ran in the Washington Post, the Washington Informer, the City Paper, India This Week, Express India (all in English), El Tiempo Latino, El Pregonero, and the Washington Hispanic (in Spanish), Korea Daily Newspaper (in Korean), online at the Boat People SOS (in Vietnamese) and online at Zethiopia (in Amharic). Press releases were sent to radio, TV and newspapers. Placards advertising the hearing were posted on buses and railcars in English and Spanish.

An abbreviated "Notice of Public Hearing" was translated into Spanish, Korean, Vietnamese, Chinese, French and Amharic and a detailed "Notice of Public Hearing" was translated into Spanish. The notices were available at [www.MetroOpensDoors.com](http://www.MetroOpensDoors.com). The notices were provided to community organizations located in areas with high concentrations of limited English

speakers. See *Exhibit K* for a list of organizations that WMATA contacted to ensure dissemination of public hearing notices for Limited English Proficient speakers.

Language assistance was made available at the public hearing as follows:

1. Language interpretation was made available upon request. Bilingual Metro employees were in attendance at the public hearings.
2. The public hearing poll was translated into Spanish.
3. The PowerPoint presentation was translated into Spanish.

And finally, this analysis shows that increasing fares as opposed to reductions in Metrobus and Metrorail service was clearly the preferred alternative for the public. The public decided what was in its best interest and reductions in service would have imposed the more severe adverse effect.

#### CONCLUSION

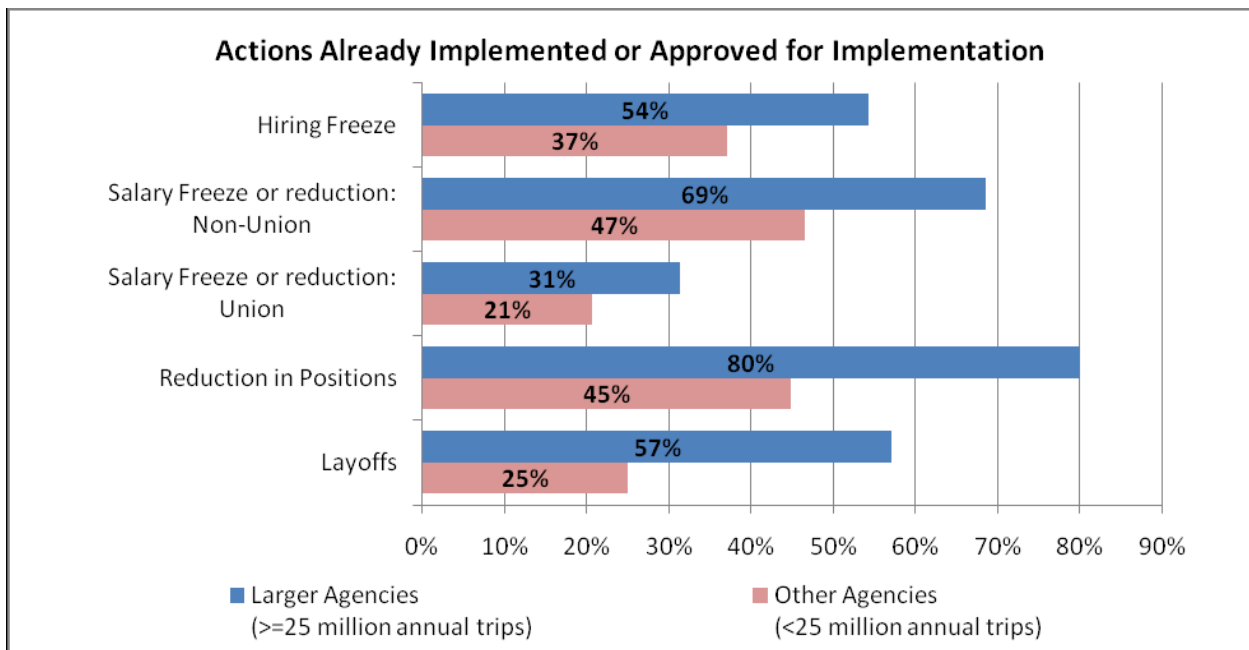
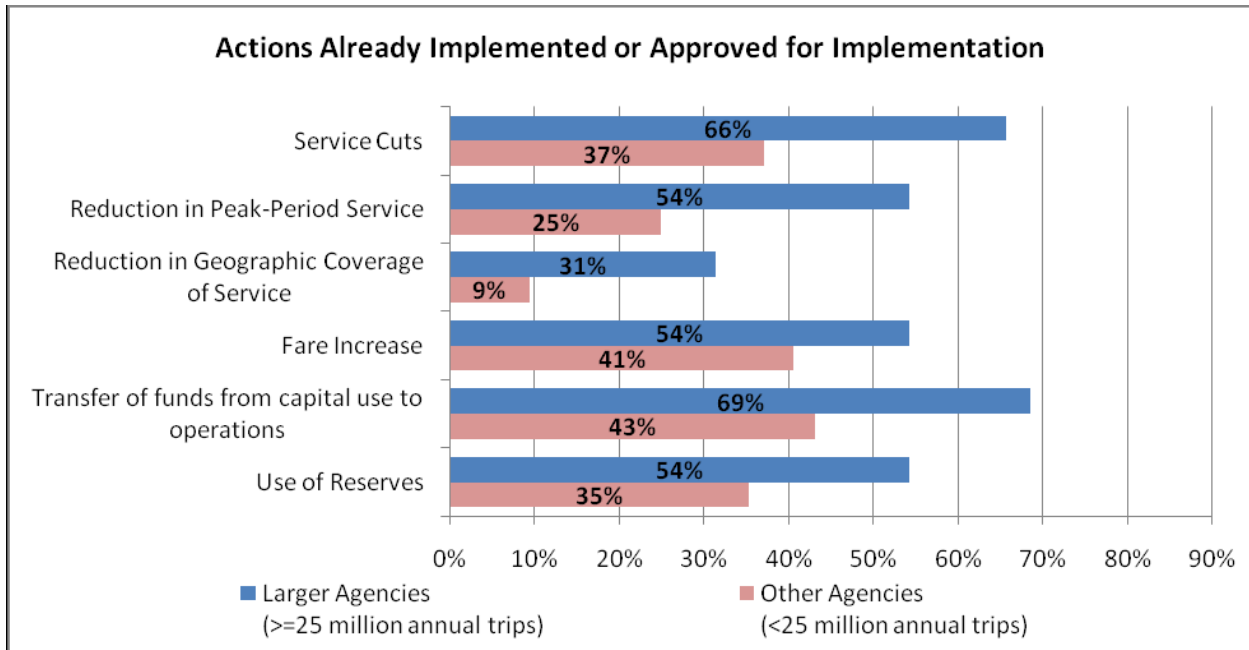
The FTA Circular 4702.1A “Title VI Program Guidelines for Federal Transit Administration Recipients” provides that recipients “can implement a fare increase or major service reduction that would have disproportionately high and adverse effects provided that the recipient demonstrates that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative.” It has been concluded that the alternatives, in the form of cutbacks in the service as proposed in the public docket and in subsequent proposals, would have a more severe adverse effect and therefore the adjustments to passenger’s fares is justified under Title VI. This conclusion is supported by the overwhelming opinion of the customers of Metro, as reflected in testimony submitted at the public hearing and the results of the public survey instrument.

# Appendices

# Exhibit A

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER  
FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

*Exhibit A*



Source: American Public Transportation Association (APTA)  
Impacts of the Recession on Public Transportation Agencies  
Survey Results – March 2010



# Exhibit B

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

***Exhibit B***

**1. Build Your Own Budget FY2011**

Each weekday Metro provides transportation to about 1.2 million people, and has become a resource vital to the economy and quality of life in the region. In FY2011, Metro faces a gap in its operating budget of \$189.2 million.

There are many difficult choices to be made by Metro's Board members and they have asked the public to provide input on measures they may consider. These measures are outlined in the public hearing docket.

You can offer your support for specific options being considered by Metro's Board of Directors for closing the FY2011 \$189.2 million gap in the Metro operating budget. This questionnaire presents options, and if known, the cost savings or the additional revenue those options are expected to provide.

You may complete the questionnaire and submit the result, which will be reported in the public hearing report to the Board. The questionnaire takes approximately five to ten minutes to complete. A [complete version of the questionnaire is available](#), if you'd like to review it beforehand.

Please complete and submit only one copy of the questionnaire. If you wish to provide additional input, please e-mail comments to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com).

**1. How should Metro address its budget deficit?**

- Adopt the [general manager's proposed fare increases and service cuts](#) (With this choice you will proceed directly to screen 11).
- Adopt [fare increases that require no service cuts](#) (With this choice you will proceed directly to screen 11).
- With the actions I specify in the remainder of this survey

**2. Metrorail Fares**

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**2. Peak Fares**

- Raise peak period boarding charge 15 % from \$1.65 to \$1.90. Increase peak mileage charges by 15%. Increase the maximum peak fare charges by 11% from \$4.50 to \$5.00 (Adds \$42 million in revenue.)
- Raise peak period boarding charge 21 % from \$1.65 to \$2. Increase peak mileage charges by 21%. Increase the maximum peak fare charges by 21% from \$4.50 to \$5.45 (Adds \$57.9 million in revenue)

**3. Peak-of-the-peak**

- Implement peak-of-the-peak pricing (10 cents added to peak boarding charge 7:30-9 am and 4:30-6 pm and also applicable to fares for Seniors and people with disabilities at those times) (Adds \$5 million in revenue)
- Implement peak-of-the-peak pricing (20 cents added to peak boarding charge 7:30-9 am and 4:30-6 pm and also applicable to fares for Seniors and people with disabilities at those times) (Adds \$9.5 million in revenue)
- Implement peak-of-the-peak pricing (50 cents added to peak boarding charge 7:30-9 am and 4:30-6 pm and also applicable to fares for Seniors and people with disabilities at those times) (Adds \$20 million in revenue)

**4. Off-Peak Fares**

- Increase off-peak boarding charge by 15% from \$1.35 to \$1.55 and increase off peak mileage charges up to 15%. The maximum off-peak fare would be \$2.70. (Adds \$14.8 million in revenue)

□

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

- Increase off-peak boarding charge by 22% from \$1.35 to \$1.65 and increase off-peak mileage charges up to 22%. The maximum off-peak fare would be \$2.85. (Adds \$23 million in revenue)

**5. Increase Rates on Fare Passes**

- Proportional increase to weekly passes of 15% (Adds \$600,000 in revenue)
- Proportional increase to weekly passes of up to 25% (Adds \$2.4 million in revenue)

**6. Transfers**

- Reduce bus-to-rail transfer from 3 hours to 2 hours (Adds \$1.8 million)

Choose options that you would be more likely to support. Specific financial impact for some of these options has yet to be calculated. If there are none that you would likely support, make no selection.

**7. Other**

- Increase the bus-to-rail transfer discount to 75 cents (Decreases revenue by \$4.5 million)
- Decrease the bus-to-rail transfer discount to 25 cents (Adds \$2.9 million in revenue)
- Institute free rail-to-bus transfer on weekends (Decreases revenue \$950,000)
- Institute free bus-to-rail transfer on weekends (Decreases revenue \$30 million)
- Institute a directional peak-of-the-peak surcharge in the congested core during periods of high demand (Undetermined financial impact)
- Charge peak-period fares on weekend late night service from 12:01 a.m. to closing (Adds \$800,000 in revenue)
- Charge a flat fare on weekend late night service from 12:01 a.m. to closing of up to \$4. (Adds \$400,000 in revenue)
- Institute a 5 cent surcharge for entry and exit at up to two stations in each jurisdiction (VA, DC, MD) for the purpose of funding specific capital improvements at the stations at which the surcharge is levied. (Adds \$1.6 million in revenue)
- Eliminate select rail passes, including the Weekly Short Trip Pass, One-Week Pass, Transit Line Card on MARC and VRE, and the Transit Link Card on MTA. (Adds \$750,000 in revenue)
- Institute a loyalty reward that allows customers who purchase 11 weekly passes to get the 12th weekly pass free (Decreases revenue)

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**8. Reduce service intervals and train length**

- On Saturdays, trains would run at 15-20 minutes intervals before 9:30 p.m. and at least every 30 minutes after 9:30 p.m. On Sundays, trains would run at least every 20 minutes before 9:30 p.m. and at least every 30 minutes after 9:30 p.m. (Save \$3.5 million)
- Weekday trains would run at 15 minute intervals at between 9:30 a.m. and 3:30 p.m. and between 6:30-9:30 p.m. After 9:30 p.m. they would run at least every 30 minutes (Save \$4.43 million)
- Weekdays from 6-6:30 am, trains every six to eight minutes (Save \$460,000)
- Change peak period Red Line service such that there will be trains every three minutes from Grosvenor to Silver Spring and every six minutes from Silver Spring to Glenmont and from Grosvenor to Shady Grove. (Save \$1.3 million)
- Eliminate 8-car trains (Save \$2.69 million)

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

**a. Reduce holiday service**

- Reduce seasonal service to bring it in line with actual service needs on the day after Thanksgiving and the week between Christmas and New Years Day. Additionally, run a holiday schedule on Martin Luther King Day, Presidents Day Columbus Day and Veterans Day (Save \$140,000)

**b. Reduce Yellow Line service**

- Reduce Yellow Line Service late weeknight and on weekends to a rail shuttle between Huntington and King Street (Save \$1.32 million)
- Eliminate Yellow Line extension to Fort Totten (Save \$1.84 million)

**c. Off-peak mezzanine and station closings**

- At 10 stations with multiple entrances, close a single entrance on weekends, except during major events. The 10 station entrances proposed for closure are: Anacostia-North, Stadium Armory-North, Navy Yard-West, New York Avenue-South, Friendship Heights-South, Shaw Howard U.-South, L'Enfant Plaza-West, King Street-North, U Street- East, Silver Spring-North. (Save \$670,000)
- At five stations with multiple entrances, close a single entrance at 8 pm. The five station entrances proposed for closure at 8 p.m. are: King St.-North, Stadium Armory-North, McPherson-West, Shaw Howard U.-South, Friendship Heights-South. (Save \$200,000)
- Close three stations on weekends. Stations are: Morgan Blvd, Cheverly, Deanwood. (Save \$100,000)

**d. Later system opening**

- Later weekend opening (1 hour) (Save \$620,000)
- Later weekday opening (30 minutes) (Save \$790,000)

**e. Earlier system closing**

- Close at 2 a.m. on Friday and Saturday (Save \$2.24 million)
- Close at 1 a.m. on Friday and Saturday (Save \$4.3 million)
- Close at midnight on Friday and Saturday (Save \$6.29 million)

**18. Metrorail Parking**

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**14. Rates and hours**

- Raise daily parking rates by \$1.15 (Adds \$13 million in revenue)
- Raise reserved parking fees from \$55 to \$65 per month (Adds \$600,000)
- Change the time at which reserved parking reverts to general parking from 10 am to 9 am (Decreases revenue \$500,000)
- Expand the hours during which Metro charges for parking to 24 hours a day Monday through Friday. (Adds \$500,000)
- Increase the rate for parking meters from the current rate of 25 cents for 15 minutes to 30 cents for 15 minutes. (May decrease revenue)
- Adjust the rates for parking meters in order to promote full utilization at most Metrorail stations. (Increases revenue)

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
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**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

17. Metrobus Fares

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**15. Regular Boarding Charges**

- Raise regular service boarding charge 20 % from \$1.25 to \$1.50. Cash fares will rise from \$1.35 to \$1.60. (Adds \$11 million)
- Raise regular service boarding charge 28 % from \$1.25 to \$1.60. Cash fares will rise from \$1.35 to \$1.70. (Adds \$13 million)

**16. Peak Period Charges**

- Institute a peak period boarding charge of up to 50 cents on high-ridership lines. (Financial impact undetermined)
- Institute a peak-of-the peak period boarding charge on all Metrobus lines of 50 cents. This period would be Monday through Friday 7:30 to 9 a.m. and 4:30 to 6 p.m.(Adds \$1.8 million in revenue)
- Institute a peak period, directional boarding charge on Metrobus. (Financial impact undetermined)

**17. Express Boarding Charges**

- Raise express service boarding charge 22% from \$3 to \$3.65. Cash fares will rise from \$3.10 to \$3.75. (Adds \$1.5 million)
- Raise express service boarding charge 29% from \$3 to \$4. Cash fares will rise from \$3.10 to \$4.10. (Adds \$2 million)

**18. Other Boarding Charges**

- Raise boarding charge on bus shuttles (5A, B30) to Dulles International Airport and BWI-Thurgood Marshall Airport 94% from \$3.10 to \$6. (Adds \$1.2 million in revenue)
- Raise express service boarding charge for Seniors and people with disabilities from \$.60 to \$2. (Adds \$10,000 in revenue)

**19. Weekly bus pass**

- Raise the weekly flash pass price 36% from \$11 to \$15 (Adds \$6 million)

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**20. Transfer Duration**

- Reduce bus-to-bus transfer from 3 hours to 2 hours (Adds \$4 million in revenue)
- Reduce rail-to-bus transfer from 3 hours to 2 hours (Adds \$900,000 in revenue)

**21. Transfer discounts**

- Increase the rail-to-bus transfer discount to 75 cents (Reduces revenue \$2.9 million)
- Decrease the rail-to-bus transfer discount to 25 cents. (Adds \$2.9 million in revenue)

**22. Other**

- Increase the cash price for Metro bus fares by 25 cents (Adds \$3.1 million in revenue)
- Eliminate the SmarTrip® discount for bus fares. (Adds \$3.6 million in revenue)

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**16. Metrobus Service Changes**

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection. See [proposed Metrobus service changes](#).

**23. Service changes**

- Increase time between buses or eliminate trips for select lines and routes(Save \$4.47 million)
- Eliminate select routes or route segment (Save \$5.27 million)
- Eliminate select lines (Save \$9.12 million)
- Restructure service on select routes and lines (Save \$2.63 million)
- Eliminate overlap with local service (Save \$2.16 million)
- Reduce service on four holidays: Martin Luther King Day, Presidents Day, Columbus Day, and Veterans Day (Save \$2 million)
- Reduce seasonal service to bring it in line with actual service needs for the day after Thanksgiving and the week between Christmas and New Years Day. (Save \$670,000)
- Reduce weekend late night service (Save \$930,000)
- Reduce Christmas/New Years seasonal service (Save \$670,000)
- Reduce bus stops on select lines (Save \$1.04 million)

**15. MetroAccess**

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**24. Fares**

- Double the fare to twice the proposed bus fare, from \$2.50 to as much as \$3.20. (Adds \$1 to 1.9 million in revenue)
- Increase fare to twice the fixed route fare for the fastest trip, as determined by the Metro Trip Planner. The Metro Trip Planner may determine that the fastest trip is by bus, rail, or a combination of the two. (Adds \$4.6 million)

**25. Modify Metro Access service area and eligibility**

- Restrict Metro access service area to 3/4 mile from available fixed route service. Restrict customers who are eligible for full paratransit service from the free ride program on Metrobus and Metrorail. (Saves \$5.4 million)

**26. Serve zones more than 3/4 of a mile from fixed route service, and charge zone-based supplemental fares**

- Increase the supplemental fare for one-way trips that begin or end between 3/4 and 3 miles beyond fixed route service (increase from \$1 to \$5) (Adds \$280,000)
- Increase the supplemental fare for one-way trips that begin or end between 3.1 and 6 miles beyond fixed route service (increase from \$2 to \$10) (Adds \$40,000)
- Increase the supplemental fare for one-way trips that begin or end between 6.1 and 9 miles beyond fixed route service (increase from \$3 to \$15) (Adds \$10,000)
- Increase the supplemental fare for one-way trips that begin or end 9 miles or more beyond fixed route service (increase from \$4 to \$20) (Financial impact undetermined)



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
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**14. Miscellaneous**

Choose options that you would be more likely to support. If there are none that you would likely support, make no selection.

**27. Bike locker fees**

- Increase bike locker annual fee to \$200 (Adds \$200,000 in revenue)

**28. Additional options**

- Charge up to 50 cents more for the use of paper farecards on Metrorail. Twenty-five cents for trips costing up to \$2.50 and 50 cents for trips more than \$2.50. (Adds \$9 million)
- Decrease the age that children can ride free on Metro from under age five to under age three. (Based on information currently available, adds an estimated \$3,000 in Metrobus revenue and an estimated \$6,000 in Metrorail revenue.)
- Allow the general manager to institute a special fare of no more than 5 times the normal rate for fares and passes on bus and rail, and charge up to \$25 for parking for special events such as presidential inaugurations, other historic or political events, major sporting or entertainment events, and to implement special emergency fares. (Financial Impact To Be Determined)

**29. Additional subsidy contributions from local governments**

- Metro should ask local governments to increase contributions to prevent a fare increase and service cuts.
- Metro should ask local governments to increase contributions in coordination with a fare increase and service cuts.
- Metro should ask local governments to increase contributions in coordination with a fare increase to avoid service cuts.

**30. Use of additional capital funds for preventive maintenance**

- No additional capital funds should be used for preventive maintenance.
- Additional capital funds, \$30 million or less, should be used for preventive maintenance.
- Additional capital funds, \$30 million or less, should be used for preventive maintenance, providing those funds are paid back in a later budget cycle.
- Additional capital funds, more than \$30 million, should be used for preventive maintenance.
- Additional capital funds, more than \$30 million, should be used for preventive maintenance, providing those funds are paid back in a later budget cycle.

**13. Metrorail Parking**

You have been directed to this screen because you accepted the General Manager's proposed fare increase and service cuts or you chose a fare increase that would eliminate the need for service cuts.

With the option you already chose, Metro would have a remaining deficit of \$40 million in FY2011. How should Metro meet this gap?

**31. Additional subsidy contributions from local governments**

- Metro should ask local governments to increase Metro subsidies.

**32. Use of additional capital funds for preventive maintenance**

- No additional capital funds should be used for preventive maintenance.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
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- Additional capital funds, \$30 million or less, should be used for preventive maintenance.
- Additional capital funds, \$30 million or less, should be used for preventive maintenance, providing those funds are paid back in a later budget cycle.
- Additional capital funds, more than \$30 million, should be used for preventive maintenance.
- Additional capital funds, more than \$30 million, should be used for preventive maintenance, providing those funds are paid back in a later budget cycle.

**12. Demographic Information**

Please tell us where you live. This information will help Metro's Board of Directors distinguish residents' fare and service preferences by jurisdiction.

**\*33. I live in**

- the District of Columbia
- Maryland
- Virginia

**13. Voluntary Title VI Public Involvement Survey**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Washington Metropolitan Area Transit Authority (WMATA) is required to ensure that all segments of the population have full and fair participation in transportation decision making.

To help with this, we ask that you voluntarily provide us with information regarding your race/ethnicity and household income. Any information you disclose is confidential and is intended solely for the use of allowing WMATA to gather data which will allow us to monitor our compliance with federal nondiscrimination laws.

**34. What is your estimated TOTAL HOUSEHOLD INCOME in 2009 before taxes?**

- \$10,000 - \$20,000
- \$20,001 - \$40,000
- \$40,001 - \$80,000
- More than \$80,000

**35. What is your RACE/ETHNICITY?**

- Asian
- Black/African American
- Hispanic
- Native American/American Indian
- White
- Other (please specify)

Thank you for taking the time to express your preferences on balancing Metro's budget. Metro's Board of Directors will take your input into account in preparing its FY 2011 budget.



# Exhibit C



**Notice of Public Hearing**  
**Washington Metropolitan Area Transit Authority**  
**Proposed Adjustments to Metrorail, Metrobus and**  
**MetroAccess Passenger Fares, Routes and Hours of Service;**  
**and Changes to MetroAccess Policies**  
**Docket B10-2**

**Purpose**

**Notice is hereby given that six public hearings will be held by the Washington Metropolitan Area Transit Authority on proposed changes as follows:**

**Hearing No. 548**

Monday, March 22  
Oakton High School Lecture Hall  
2900 Sutton Road  
Vienna, VA

**Hearing No. 549**

Wednesday, March 24  
St. Francis Xavier Church - Bailey Room  
2800 Pennsylvania Avenue SE  
Washington, DC

**Hearing No. 550**

Monday, March 29  
Mt. Calvary Baptist Church  
5120 Whitfield Chapel Road  
Lanham, MD

**Hearing No. 551**

Wednesday, March 31  
Arlington County Board Room, 3<sup>rd</sup> Floor  
2100 Clarendon Blvd.  
Arlington, VA

**Hearing No. 552**

Thursday, April 1  
All Souls Unitarian Church  
Pierce Hall  
1500 Harvard St. NW  
Washington, DC

**Hearing No. 553**

Thursday, April 1  
Montgomery County Exec. Office Building  
Cafeteria  
101 Monroe St. (entrance on Jefferson St.)  
Rockville, MD

**All hearings are scheduled to begin at 7 p.m. An Open House will be conducted prior to each hearing at 6:30 p.m.**

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact Ms. Danise Peña at 202-962-2511 or TTY: 202-638-3780 as soon as possible in order for Metro to make necessary arrangements.



## **Proposal**

The Washington Metropolitan Area Transit Authority (Metro) is faced with a \$189.2 million budget shortfall for Fiscal Year 2011 beginning on July 1, 2010. The cost of Metrobus, Metrorail and MetroAccess services are funded in part by passenger revenues and, in part, by subsidies provided by the District of Columbia, the State of Maryland, and local jurisdictions in Virginia.

In an effort to address the FY2011 budget shortfall, Metro will be required to generate additional passenger revenues, as well as reduced costs through changes to bus routes, reduced hours for both bus and rail service, changes to bus and rail services and changes to MetroAccess policies.

The public hearings will seek comment from the public on proposed adjustments to passenger fares, to proposed changes in the hours of service, to bus routes which will be identified in the Docket to be posted at [www.wmata.com](http://www.wmata.com), service changes on Metrobus and Metrorail, and policy changes to MetroAccess which will increase fares and reduce the service area. Details of these proposed changes will also be available at [www.wmata.com](http://www.wmata.com). The proposed fare increase and proposed changes to service hours and routes are expected to take effect commencing on or about June 27, 2010.

Specifically, Metro is proposing a series of possible solutions to the budget shortfall including the major items listed below:

1. Regular fare base boarding charge for Metrobus and Metrorail to increase by up to \$0.35.
2. Regular Metrorail fares to increase by up to \$0.055 for miles 3-6 and by up to \$0.049 for greater than 6 miles with the maximum fare increasing by up to \$0.95.
3. The institution of a Peak-of-the-Peak fare surcharge on Metrobus and Metrorail of up to \$0.50.
4. Reduced fare (non-peak) base for Metrorail to increase by up to \$0.30 and up to \$0.35 for Metrobus.
5. Reduced Metrorail fares to increase by up to \$0.40 for the first tier and by up to \$0.50 for the second tier.
6. Rail and bus pass prices will increase consistent with boarding and other charges subject to any applicable federal regulations or contractual agreements.

- 7a. Reduce the rail-to-bus, bus-to-rail and bus-to-bus transfer periods from 3 hours to 2 hours.
- 7b. Adjust the value of the rail-to-bus, bus-to-rail and bus-to-bus transfer from \$0.00 to \$0.75.
- 7c. Consider offering free bus-to-rail and rail-to-bus transfers on weekends.
8. Institute a Metrorail flat fare of up to \$4.00 or charge Regular fares on weekend late-night service from 12:01 AM to closing.
9. Increase express bus boarding charge by up to \$0.90 for non-discounted fares and by up to \$1.40 for Elderly & Disabled patron fares.
10. Increase the Dulles and BWI airport shuttle fares by up to \$2.90.
- 11a. Increase the differential for the use of cash over the cost using SmarTrip® by up to \$0.50.
- 11b. Eliminate the current SmarTrip® savings of \$0.10 on Metrobus.
12. Reduce the age where children ride free on Metrobus and Metrorail to 3 years.
13. Increase the MetroAccess fare to up to twice the comparable fixed-route fare.
14. Increase the MetroAccess supplemental fares by up to \$4.00 for Zone 1, \$8.00 for Zone 2, up to \$12.00 for Zone 3 and up to \$16.00 for Zone 4.
15. Increase all parking rates by up to \$1.15 per day and the reserved parking fee by up to \$13.75 per month and reduce the hours where parking is free.
16. Reduce Reserved Parking program hours from 10 a.m. to 9 a.m.
17. Increase the annual bicycle locker rental fee by up to \$130.00.
18. Institute a surcharge of up to \$0.05 for both entry and exit at up to two stations in each of DC, VA, and MD for the purpose of funding specific capital improvements at the stations at which the surcharge is applied.
19. Eliminate all bus and rail passes.
20. Charge parking fees at all times.

21. Widen rail service headways.
22. Close certain mezzanines and station entrances during normal Metrorail hours.
23. Close the Morgan Blvd., Cheverly and Deanwood Metrorail stations on weekends.
24. Open the Metrorail system up to 30 minutes later on weekdays and 1 hour later on weekends.
25. Close the Metrorail system on Friday and Saturday evenings as early as midnight.
26. Reduce Yellow Line service on weekdays late night and on weekends to a rail shuttle between Huntington and King Street.
27. Change bus service including:
  - the elimination of up to 35 lines and line segments;
  - the elimination of specific trips, line segments or headway changes on another 65 lines.
28. Reduce Metrobus and Metrorail service on Martin Luther King Day, Presidents' Day, Columbus Day, and Veterans Day.
29. Reduce the MetroAccess service area to reflect actual fixed-route bus and rail service areas reflecting the actual time, day and location of the requested trip.
30. Restrict the use of the Free Ride Program to only those MetroAccess certified persons with conditional eligibility.
31. Institute a Special Fare of no more than 5 times the normal rate of fares and passes and to charge up to \$25 for parking for special events such as a Presidential Inauguration, historic or political event, major sporting or entertainment event.

The projected start date for any adopted fare or service changes is on or about June 27, 2010. Full details on the entire proposal to the budget shortfall, including items not listed above, may be found at [www.wmata.com](http://www.wmata.com).

In accordance with Section 62 of the WMATA Compact, Metro will conduct six public hearings at the locations listed at the beginning of this notice. Information on the hearings will be provided in area libraries, on Metro buses and Metrorail trains and online at [www.wmata.com](http://www.wmata.com).

## **HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING**

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. To establish a witness list, individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish in writing their name, address, telephone number, organization affiliation, if any, and the hearing at which they wish to testify to Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, requests to speak may be e-mailed to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com) or faxed to 202-962-1133. Please submit only one speaker's name per letter and reference the Hearing Number for the hearing at which you wish to speak. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons who have registered have spoken. Public officials will be heard first and will be allowed five minutes each to make their presentations. All other speakers will be allowed two minutes each. Relinquishing of time by one speaker to another will not be permitted.

## **HOW TO SUBMIT WRITTEN STATEMENTS**

Written statements and exhibits should be sent to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington, D.C. 20001 and must be received by 5 p.m. on Tuesday, April 6, 2010. Alternatively, you may send an e-mail to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com). Please reference the Hearing and/or Docket Number shown on the front of this document in your submission.

Additionally, if you wish to participate in an opinion poll on possible options to resolve the funding shortfall, please go to [www.wmata.com/public\\_hearing\\_form](http://www.wmata.com/public_hearing_form). You will be asked for your name and an address and then allowed to enter your suggested solution. Your name and address will not be released to anyone. This option is in addition to your ability to speak at the public hearing or to submit a written statement. The site will open by 5 p.m. on Friday, March 19, 2010 and will close at 5 p.m. on Tuesday, April 6, 2010.

# Exhibit D



**Finance & Administration Committee**

**Information Item III-A**

**April 22, 2010**

## **FY2011 Operating Budget Discussion**





**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

# FY2011 Operating Budget Discussion

Finance and Administration Committee

April 22, 2010



## Purpose

- To update the Board on the FY2011 Operating Budget and present changes to the General Manager's Proposed Budget



## Changes to the Proposed Budget

- Medical and Safety recommendations, including additional drug testing (\$0.9 million)
- Safety, Tri-State Oversight (TOC), and National Transportation Safety Board (NTSB) recommendations regarding safety and external safety panel (\$6 million)
- Organizational changes (\$0 net impact), plus Access headcount savings not included in original budget (\$0.3 million savings)
- Additional savings possible from energy hedging (savings of \$5.4 million)
- Elimination of the proposed one percent salary increase for non-represented employees (savings of \$1.2 million)
- Current General Manager recommendations to close the budget gap



## Medical and Safety Recommendations - \$0.9 million

- Additional drug testing: \$800,000
  - Random drug testing of elevator and escalator mechanics and technicians, depot clerks, and station managers, and begin medical certification for train operators and mechanics
- Fatigue management: \$10,000
  - Program to help prevent fatigue
- Suicide intervention: \$100,000
  - Intervention program to prevent/reduce suicide incidents



## Safety and TOC Recommendations - \$6 million

- Safety Management System database
- Safety certification and re-certifications
- Safety signage at Bus/Rail divisions
- Development of safety hotlines for anonymous reporting
- Railway Worker Protection manual
- Right of Way training
- Off-site safety training
- Responses to audit (FTA, TOC) findings
- External safety panel



## Safety and TOC Recommendations - \$6 million (cont)

- Employee Safety Awards
- Employee safety training to include realistic scenarios and experiences
- Hazard analysis & programs
- Near-miss reporting
- Operational staffing to increase/supplement work groups
- Labor Relations training (beginning 4/11) to include safety element
- Inspector General Safety Self-Assessment
- Neutral-host project (expands wireless services in the rail system)



# Organizational Changes

- General Manager:
  - Communications
  - Bus Operations
- Deputy General Manager for Administration:
  - Human Resources
  - Information Technology
  - Planning and Joint Development
- Deputy General Manager for Operations:
  - Rail Operations Delivery
  - Transit Infrastructure and Engineering Services
  - Access Services
  - Office of Performance
- Of the departmental reductions previously proposed, five proposed position eliminations will be replaced with cuts in non-personnel accounts; 4 positions eliminated from MetroAccess that were not part of the original proposed budget are now included



# Closing the Budget Gap

## GAP-CLOSING RECOMMENDATIONS







## Revised Gap-Closing Recommendations

- Customers provided comments on the budget:
  - Six public hearings
  - Letters to Metro
  - On-line survey
- General Manager recommendations to close the \$189 million budget gap:
  - Additional fare increases
  - Limited service changes
  - Modified MetroAccess changes
  - Request for additional jurisdictional contributions
  - Internal borrowing for preventive maintenance



# General Manager's Recommendation to Close the Budget Gap

(millions)		Previous 1/6/08	Current
\$4.3	Bus service changes		1% (\$4.3M of \$429.7 baseline)
\$3.7	Rail service changes		1% (\$3.7M of \$534.6 baseline)
\$64.2	Rail fare increases	Peak Base: 22%: \$1.35 to \$1.65 Off Peak Base 0%: \$1.35 to \$1.35	Peak Base: 15%: \$1.65 to \$1.90 Off Peak Base 15%: \$1.35 to \$1.55
\$23.7	Bus fare increases	Cash: 8%, \$1.25 to \$1.35 SmarTrip: 0%: \$1.25 to \$1.25	Cash: 19%, \$1.35 to \$1.60 SmarTrip: 20%: \$1.25 to \$1.50
\$0.2	Bicycle locker fee increase		From \$70 to \$200 per year
\$6.8	Parking fee increases		Varies, Increase of \$0.50
\$6.8	Other increases		Varies, \$0.25 for paper card use, flat fare of \$4 for rail from 12-2 on weekends, etc.
\$16.3	Departmental Reductions		3% of baseline budget, excluding bus, rail and Access
\$30.1	Borrowing Preventive Maintenance		Anticipated to be paid back
\$7.2	MetroAccess Initiatives		6% from baseline
\$26.0	Request for additional jurisdictional subsidy	FY08: 8% over FY07 Budget FY09: 7% over FY08 Budget FY10: 2% over FY09 Budget	5% over FY10 Budget
<b>\$189.2</b>	<b>Total</b>		

 = General Manager's Proposed Budget  
 = Proposed revisions to the Proposed Budget



# MetroAccess Initiatives

- Continue to charge twice the bus fare for MetroAccess trips
- Limit trips outside of the ADA-defined service area, grandfathering current participants
  - For trips outside the  $\frac{3}{4}$  mile area, increase each of the zone fees by 1.00 (Zone 1 from \$1 to \$2, etc.)

	Current	Recommended
Within 3/4 mile	\$2.50	\$3.00
Zone 1	$\$2.50 + \$1.00 = \$3.50$	$\$3.00 + \$2.00 = \$5.00$

Note: Current is prior to \$0.10 increase



# Bus Changes

System Efficiencies		DC	MD	VA	FY11 Cost Savings	FY11 Revenue Loss	FY11 Subsidy Savings	Bus Riders Loss/Gains
1	Holiday services on 4 days	\$862,019	\$661,747	\$648,793	\$2,682,172	\$509,613	\$2,172,559	441,515
2	Weekend night service reduced to 2AM	\$260,580	\$41,384	\$21,962	\$399,910	\$75,983	\$323,927	67,921
3	Seasonal services in late December	\$180,154	\$138,298	\$120,069	\$541,385	\$102,863	\$438,522	27,595
4	Service efficiency projects	\$616,769	\$125,324	\$89,945	\$1,027,206	\$195,169	\$832,037	172,422
5	Service reductions	\$0	\$269,157	\$255,096	\$647,226	\$122,973	\$524,253	109,919
Subtotal Subsidy Savings		\$1,919,522	\$1,235,910	\$1,135,866	\$5,297,899	\$1,006,601	\$4,291,298	819,371
		45%	29%	26%			100%	100%
System Management and Performance								
6	Restructures and plans	\$1,221,767	\$968,882	\$233,176	\$2,992,376	\$568,551	\$2,423,825	418,048
7	Alternate proposals	\$95,998	\$0	\$109,477	\$253,672	\$48,197	\$205,475	39,675
8	Running-time and crowding	(\$750,000)	(\$375,000)	(\$375,000)	(\$1,851,852)	(\$351,852)	(\$1,500,000)	(337,500)
9	Facilities events and construction	(\$200,000)	(\$75,000)	(\$187,500)	(\$570,988)	(\$108,488)	(\$462,500)	(66,250)
10	Enhancement recommendations	(\$262,500)	(\$225,000)	(\$187,500)	(\$833,333)	(\$158,333)	(\$675,000)	(135,000)
Subtotal Service Adjustments		\$105,265	\$293,882	(\$407,348)	(\$10,125)	(\$1,924)	(\$8,201)	(81,027)
Totals for all changes		\$2,024,787	\$1,529,792	\$728,518	\$5,287,774	\$1,004,677	\$4,283,097	738,344



# Rail Changes

Service Changes (in millions)		Description	Annual Cost Savings	Annual Revenue Loss	Annual Subsidy Savings	Rail Riders Lost
1	Reduce service on holidays and holiday season	For days during the holiday season (the day after Thanksgiving and the week between Christmas and New years) ridership drops to 40-60% of a normal weekday. The proposed reduction is to operate all 6 car trains and reduce peak service by not operating the extra tripper services. Non-peak hour headways will remain unchanged.	\$0.14	\$0.00	\$0.14	0.00
2	Restructure peak service on Red Line - 3 min. headways from Grosvenor to Silver Spring; and 6 min. from Silver Spring to Glenmont and Grosvenor to Shady Grove	This change will add the necessary running time to the Red Line and will improve reliability throughout the day. The capacity on the line will remain constant as the number of 8 car trains will be increased.	\$0.30	\$0.00	\$0.30	0.00
3	Close 4 mezzanines at 8 pm on weekdays at station with multiple entrances: King St. North, Stadium Armory North*, Friendship Hts. South and McPherson Sq. West (*will remain open for stadium events)	The stations will remain open as only one entrance is being closed. Patron will have to walk an additional 1-3 blocks. ( Note: As a result of comments received at the public hearing one entrance closing was removed from the list - Shaw Howard U.)	\$0.16	\$0.00	\$0.16	0.00
4	Close rail system at 2:00am on Friday and Saturday nights	Between 2:00 AM and 3:00 AM, ridership is currently averages 3,200 riders on Friday or Saturday night, representing a 25% cost recovery ratio (compared to 80% for the overall rail system).	\$2.58	\$0.48	\$2.11	0.24
5	Close 8 additional mezzanines on weekends at station with multiple entrances: Anacostia North, Stadium Armory North*, Navy Yard West, New York Ave South, Friendship Hts.South, L'Enfant Plaza West, King St North and Silver Spring North (*will remain open for stadium events)	The stations will remain open as only one entrance is being closed. Patron will have to walk an additional 1-3 blocks. ( Note: As a result of comments received at the public hearing two entrance closing was removed from the list - Shaw Howard U. and U Street)	\$0.54	\$0.00	\$0.54	0.00
6	Reduce weekday early morning service on all lines between 6:00 and 6:30 AM by widening headways from 6 to 8 minutes	Service on all lines will be reduced by one trip in each direction during this time period.	\$0.46	\$0.00	\$0.46	0.00
<b>Totals for all changes</b>			<b>\$4.18</b>	<b>\$0.48</b>	<b>\$3.71</b>	<b>0.24</b>



## Title VI Update

- Staff analyzed proposed recommendations
- No Title VI issues



## Use of Preventive Maintenance

- Internal borrowing of \$30 million in preventive maintenance for operations; \$60 million total in FY2011
- If fare revenue exceeds amount budgeted, excess funds would be transferred to the capital program to “repay” preventive maintenance dollars
  - On a quarterly basis, funds would be transferred to a fund to repay the capital budget
- Board would decide what additional projects could use these dollars



# Gap-Closing Recommendations

(\$ Millions)	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGE'S COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
<b>FY2011 Projected Subsidy</b>	\$272.1	\$129.7	\$159.7	\$27.5	\$48.7	\$1.6	\$94.4	\$2.1	\$735.9
<b>FY2010 Approved Subsidy</b>	\$201.6	\$95.0	\$120.6	\$19.9	\$34.9	\$1.1	\$72.0	\$1.5	\$546.7
<b>Budget Gap</b>	<b>\$70.5</b>	<b>\$34.7</b>	<b>\$39.1</b>	<b>\$7.6</b>	<b>\$13.8</b>	<b>\$0.5</b>	<b>\$22.4</b>	<b>\$0.6</b>	<b>\$189.2</b>
<b>Bus and Rail Service Reductions</b>									
Rail Service Reductions	(\$1.3)	(\$0.7)	(\$0.7)	(\$0.2)	(\$0.4)	(\$0.0)	(\$0.5)	(\$0.0)	(\$3.7)
Metrobus Service Reductions	(\$2.0)	(\$0.7)	(\$0.8)	(\$0.1)	(\$0.2)	(\$0.0)	(\$0.4)	(\$0.0)	(\$4.3)
<b>Total</b>	<b>(\$3.3)</b>	<b>(\$1.4)</b>	<b>(\$1.5)</b>	<b>(\$0.3)</b>	<b>(\$0.6)</b>	<b>(\$0.0)</b>	<b>(\$0.9)</b>	<b>(\$0.0)</b>	<b>(\$8.0)</b>
<b>Departmental Reductions</b>	<b>(\$5.5)</b>	<b>(\$3.3)</b>	<b>(\$2.5)</b>	<b>(\$0.9)</b>	<b>(\$1.7)</b>	<b>(\$0.1)</b>	<b>(\$2.3)</b>	<b>(\$0.1)</b>	<b>(\$16.3)</b>
<b>Metro Access</b>									
MetroAccess (Expense)	(\$1.3)	(\$1.5)	(\$2.4)	(\$0.1)	(\$0.1)	(\$0.0)	(\$0.7)	(\$0.0)	(\$6.0)
MetroAccess (Revenue)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.1)	(\$0.0)	(\$1.2)
<b>Total</b>	<b>(\$1.5)</b>	<b>(\$1.8)</b>	<b>(\$2.9)</b>	<b>(\$0.1)</b>	<b>(\$0.1)</b>	<b>(\$0.0)</b>	<b>(\$0.8)</b>	<b>(\$0.0)</b>	<b>(\$7.2)</b>
<b>Fare Increase Proposal</b>									
Metrail Fare Changes	(\$22.2)	(\$12.0)	(\$11.6)	(\$2.9)	(\$6.1)	(\$0.2)	(\$9.0)	(\$0.2)	(\$64.2)
Metrobus Fare Changes	(\$10.1)	(\$3.6)	(\$3.9)	(\$1.1)	(\$1.8)	(\$0.0)	(\$3.0)	(\$0.1)	(\$23.7)
Parking Revenue Changes	(\$2.3)	(\$1.3)	(\$1.2)	(\$0.3)	(\$0.6)	(\$0.0)	(\$1.0)	(\$0.0)	(\$6.7)
Smarttrip \$0.25 Surcharge	(\$1.6)	(\$0.8)	(\$0.8)	(\$0.2)	(\$0.4)	(\$0.0)	(\$0.6)	(\$0.0)	(\$4.5)
\$4.00 Midnight-2AM	(\$0.8)	(\$0.4)	(\$0.4)	(\$0.1)	(\$0.2)	(\$0.0)	(\$0.3)	(\$0.0)	(\$2.2)
Increase Bicycle locker fee	(\$0.1)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.2)
Increase the express fee for S/D	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)
<b>Total</b>	<b>(\$37.0)</b>	<b>(\$18.2)</b>	<b>(\$17.9)</b>	<b>(\$4.7)</b>	<b>(\$9.3)</b>	<b>(\$0.3)</b>	<b>(\$14.0)</b>	<b>(\$0.3)</b>	<b>(\$101.6)</b>
<b>Borrowing Preventive Maintenance *</b>	<b>(\$11.2)</b>	<b>(\$5.3)</b>	<b>(\$5.3)</b>	<b>(\$1.4)</b>	<b>(\$2.7)</b>	<b>(\$0.1)</b>	<b>(\$4.1)</b>	<b>(\$0.1)</b>	<b>(\$30.1)</b>
<b>Request for Add'l Jurisdictional Subsidy</b>	<b>\$11.9</b>	<b>\$4.8</b>	<b>\$9.1</b>	<b>\$0.2</b>	<b>(\$0.5)</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$0.1</b>	<b>\$26.0</b>
<b>Total Jurisdictional Subsidy</b>	<b>\$213.5</b>	<b>\$99.8</b>	<b>\$129.8</b>	<b>\$20.1</b>	<b>\$34.4</b>	<b>\$1.2</b>	<b>\$72.3</b>	<b>\$1.6</b>	<b>\$572.7</b>

\* Assumes PM Split of 66 percent rail and 34 percent bus





# Summary of Budget Changes – Expense

Department	FY10 Approved	Changes for FY11 Baseline	FY11 Baseline	Explanations for Adds and Deletes to FY11 Baseline	Departmental & Service Cuts	FY11 Proposed	Explanation of Reductions
Operations	9,332	126	9,458	61 new track workers, 24 schedule correction for bus, plus bus and rail schedulers	(251)	9,207	225 for Bus and Rail service cuts
Information Technology	203	7	210	Enterprised GIS and Web	(15)	195	Reduction in IT and Facilities Mgt
Safety	30	12	42	0 transfers from other areas	0	42	
Metro Transit Police	599	29	628	Grant Funded positions	(2)	626	Reduction of 2 Admin Support
Administration	689	0	689		(45)	644	Reduction in CFO, CAO, Communications
<b>Total</b>	<b>10,853</b>	<b>174</b>	<b>11,027</b>		<b>(313)</b>	<b>10,714</b>	



# Summary of Budget Changes – Expense

(millions)	Headcount	Personnel	Non- Personnel	Total
<b>Proposed Expense Budget</b>	10,714	\$ 996.1	\$ 422.2	\$ 1,418.3
Add:				
Medical and Safety Initiatives	5	\$ 0.7	\$ 0.2	\$ 0.9
Safety Recommendations		\$ 6.0		\$ 6.0
Position changes	5	\$ 0.5		\$ 0.5
Fewer rail changes (24, rather than 110)	86	\$ 8.6	\$ 8.8	\$ 17.4
Fewer bus changes (36, rather than 115)	79	\$ 7.5	\$ 10.1	\$ 17.6
Revised MetroAccess			\$ 4.0	\$ 4.0
Less:				
Technical Correction	(6)			\$ -
Eliminate planned pay increase for non-represented employees		\$ (1.2)		\$ (1.2)
Additional power savings			\$ (5.4)	\$ (5.4)
MetroAccess positions	(4)	\$ (0.3)		\$ (0.3)
Non-personnel reductions		\$ (0.5)		\$ (0.5)
<b>Revised Proposed Budget</b>	<b>10,879</b>	<b>\$ 1,017.4</b>	<b>\$ 439.8</b>	<b>\$ 1,457.3</b>



# Summary of Budget Changes - Revenue

(millions)	Total
<b>REVENUES</b>	
Passenger Revenues	\$ 722.8
Non-Passenger Revenues	\$ 88.7
Revenue Loss / Service Cuts	\$ (10.7)
Preventive Maintenance	\$ 30.7
Additional Contribution	\$ 40.0
Jurisdictional Subsidy	\$ 546.9
<b>Total Proposed Revenue Budget</b>	<b>\$ 1,418.4</b>
Add	
Additional Revenue (fewer service changes)	\$ 9.2
Additional Fare Increases	\$ 13.5
Request for Additional Jurisdictional Subsidy	\$ 26.0
Preventive Maintenance Borrowing	\$ 30.1
MetroAccess Revenues	\$ 0.1
Less	
Additional Contribution	\$ (40.0)
<b>Revised Revenue Budget</b>	<b>\$ 1,457.3</b>



## Next Steps

**April 29** – Board approval of service changes and fare increases

**June 27** – Fare increases in effect

**June 27 and September 26** – Service changes begin

**July 1** – Fiscal Year 2011 begins



# Appendix



# Proposed Fare Increases

Fare Category	Current	Proposed	Change	%	Revenue (\$M)	Ridership (M)
<b>METRORAIL</b>						
<b>Increase Regular (Peak) fares</b>						
Increase peak period boarding charge (less than 3 miles)	\$ 1.65	\$ 1.90	\$ 0.25	15%		
Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039	15%		
Increase 2nd Tier of peak period mileage charge (6 miles to peak)	\$ 0.230	\$ 0.265	\$ 0.035	15%		
Increase the Max peak period fare	\$ 4.50	\$ 5.00	\$ 0.50	11%		
<b>Sub-total</b>					<b>\$ 42.00</b>	<b>(2.9)</b>
Implement Peak-of-the-Peak pricing 7:30 to 9:00 in AM peak 4:30 to 6:00 in PM peak			\$ 0.10		\$ 5.00	(0.4)
<b>Increase Discounted (Off-peak) fares</b>						
Boarding Charge (First 7 miles)	\$ 1.35	\$ 1.55	\$ 0.20	15%	\$ 7.80	(1.6)
1st Tier (7 to 10 miles)	\$ 1.85	\$ 2.10	\$ 0.25	14%	\$ 3.50	(0.4)
2nd Tier (over 10 miles)	\$ 2.35	\$ 2.70	\$ 0.35	15%	\$ 3.50	(0.4)
<b>Sub-total</b>					<b>\$ 14.80</b>	
Increase pass prices consistent with the boarding charges, no higher than 15 percent to deal with rounding and consistent with federal and other requirements				15%	\$ 0.60	
Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.					\$ 1.80	(1.2)
<b>TOTAL:</b>					<b>\$ 64.20</b>	<b>(6.9)</b>
<b>METROBUS</b>						
Increase the boarding charge with 10 cents cash/Smarrtrip differential	\$ 1.25	\$ 1.50	\$ 0.25	20%	\$ 11.00	(3.5)
Increase the cash/Smarrtrip boarding charge on express buses	\$ 3.00	\$ 3.65	\$ 0.65	22%	\$ 1.50	(0.1)
Increase the bus fare on the Dulles (5A) and BWI shuttles (B30)	\$ 3.10	\$ 6.00	\$ 2.90	94%	\$ 1.20	(0.2)
Increase the weekly 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)
Continue practice of fare buy-downs per Compact					N/A	
<b>Total:</b>					<b>\$ 23.70</b>	<b>(8.2)</b>
<b>METROACCESS</b>						
Increase the MetroAccess fare (comparable to bus fare increase)					\$ 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>
<b>OTHER INCREASES</b>						
Raise all parking fees by \$0.50	varies	\$ 0.50			\$ 6.50	
Increase reserved parking fee*	\$ 55.00	\$ 60.00	\$ 5.00	9%	\$ 0.25	
*Implement Variable Reserved Parking Pricing per General Manager						
Increase the boarding charge for E&D on express buses	\$ 0.60	\$ 1.85	\$ 1.25	208%	\$ 0.01	
Institute special fares for special events						
Implement special surcharge of \$0.05 for specific capital needs						
Implement a special surcharge of \$0.25 for non-Smarrtrip rail transactions	\$ 0.00	\$ 0.25	\$ 0.25		\$ 4.50	
Implement Flat Fare for boardings 12 AM-2 AM on Saturday/Sunday	\$ 2.35	\$ 4.00	\$ 1.65	70%	\$ 2.25	
<b>TOTAL:</b>					<b>\$ 13.51</b>	
<b>GRAND TOTAL</b>						
					<b>\$ 102.71</b>	
<b>GRAND TOTAL, Excluding MetroAccess</b>						
					<b>\$ 101.61</b>	
<b>METRO ACCESS</b>						
Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00	100%	\$ 0.071	
Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00	50%	\$ 0.005	
Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00	33%	\$ 0.001	
Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00	25%	\$ -	
<b>Total:</b>					<b>\$ 0.0765</b>	
<b>Total Metro Access (Including \$1.1 above)</b>					<b>\$ 1.1765</b>	
<b>GRAND TOTAL</b>						
					<b>\$ 102.78</b>	



## Proposed Reductions - \$16.3 million

- **General Manager (\$100K)** – Reduction in miscellaneous expenses and employee awards
- **Chief Performance Officer (\$266K)** – Defer strategic planning and performance of consulting services resulting in delays implementing performance measures
- **Counsel (\$357K)** – Reduce use of outside Counsel increasing response times for specialized legal issues
- **Deputy General Manager (\$212K)** – Eliminate one position and a reduction in services
- **Operations Services (\$8.7M)** – Reduction of technical trainees impacts ability to develop mechanics for future attrition; reduction in call center hours impairs customer service; decreasing parking contract staff reduces assistance provided to customers; capitalize major parts as appropriate
- **Police Department (\$691K)** – Defer hiring of special police resulting in greater risk of vandalism at bus garages



## Proposed Reductions (cont.)

- **Chief Administrative Officer (\$479K)** – Office and its management staff eliminated
- **Information Technology (\$1.8M)** – Could delay restoration of business applications from a few hours to several days; would directly impact financial systems, asset management systems, and operations systems
- **Human Resources (\$302K)** – Suspension of the senior leadership development program will adversely impact succession planning
- **Planning and Joint Development (\$337K)** – Reducing consultants may limit future joint development revenue and hamper ability to deliver expanded capital program
- **Financial Services (\$2.3M)** – Centralize purchasing, reduce customer service hours, streamline and implement new technology
- **Corporate Strategy (\$738K)** – Limits development of communication materials and constrains community outreach (foreign language-speakers, DBE partners)





# Bus Service Changes

Docket Item Number	State	R/ N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
7.01	DC	R/N-R	1.0	Various	System Holiday Service	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	X			\$862,019
8.01	DC	R/N-R	1.0	Various	System Weekend Night Service	Revise proposal to eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$260,580
9.01	DC	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$180,154
10.01	DC	R/N-R	1.0	Various	Bus Stop Review U8, 63, 80, 68, and others	Reduce bus stops to 5 per mile on four lines	WKSASU		X		\$616,769
2.10	MD	R	1.0	J1	Bethesda - Silver Spring	Eliminate segment between Medical Center Sta. and Mont Mall	WK	X			\$269,157
7.02	MD	R/N-R	1.0	Various	System Holiday Service	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	X			\$661,747
8.02	MD	R	1.0	Various	System Weekend Night Service	Eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$41,384
9.02	MD	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$138,298
10.02	MD	R/N-R	1.0	Various	Bus Stop Review K6 and others	Impact of bus stop reduction	WKSASU		X		\$125,324
2.16	VA	R	1.0	23C	McLean - Crystal City	Discontinue Walter Reed Dr./Four Mile Run Dr. segment. Keep McLean-Langley segment.	WK	X			\$255,096
7.03	VA	R/N-R	1.0	Various	System Holiday Service	Reduced holiday service on 20 lines for MLKing, Presidents, Columbus, Veterans	WK	X			\$648,793
8.03	VA	R	1.0	1F,7A,16E	System Weekend Night Service	Revise proposal to eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$21,962
9.03	VA	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$120,069
10.03	VA	R/N-R	1.0	Various	Bus Stop Review 23 Line and others	Impact of bus stop reduction	WKSASU		X		\$89,945
			1.1	Subtotal Service Efficiency Actions							



# Bus Service Changes

Docket Item Number	State	R/ N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
1.15	DC	R	2.0	N6	Massachusetts Avenue	Saturday headway widening with larger buses	SA	X			\$44,453
3.05	DC	N-R	2.0	N8	Van Ness - Wesley Hgts	Eliminate line, replace with reroutes of others (Plan #2)	WK		X		\$791,023
4.01	DC	N-R	2.0	E6/M4	Sibley/Stadium/Nebraska Ave	Restructure routes (Plan #2)	WK		X		\$287,994
4.02	DC	R	2.0	N2,4,6	Massachusetts Avenue	Restructure off-peak and reroute N2	WK		X		\$98,297
4.03	DC	R	2.0	H2, H3	Crosstown Line	Reroute service for improved performance (Plan #2)	WKSASU		X		\$0
4.04	DC	R	2.0	H6	Brookland-Ft Lincoln Line	Reroute and shorten span of service for cost neutral change	WKSASU	X			\$0
4.06	MD	R	2.0	C8,F4,F6,R2	Various	Restructure HYATTSVILLE service. Reroute C8, F4, F6, R2	WKSASU		X		-\$509,989
4.07	MD	N-R	2.0	R12; T16,17	Kenilworth Ave - New Carrollton; Greenbelt	Restructure GREENBELT service.	WKSA		X		\$557,833
4.08	MD	N-R	2.0	R3	Greenbelt - Ft Totten	Restructure HYATTSVILLE service : Eliminate R3.	WKSASU		X		\$921,038
1.44	VA	R	2.0	8XWZ	Foxchase-Seminary Valley	Reduce peak frequency	WK	X			\$113,454
3.11	VA	R	2.0	13A,B	RRW National Airport - Pentagon - DC	Discontinue line (replaced with extensions of 16F & 7F to Federal Triangle and National Mall)	WK		X		\$385,577
4.10	VA	R	2.0	16F	Columbia Pike	Extend to Federal Triangle via 14th Street Bridge, replaces 13B, add additional trips.	WK		X		-\$357,599
4.11	VA	R	2.0	16H	Columbia Hgts West - Pentagon City	Extend 16H to Skyline City to replace portion of 16W	WK		X		-\$24,089
4.12	VA	R	2.0	16W	Columbia Hgts West - Pentagon City	Discontinue 16W and convert all trips to 16H	WK		X		\$115,832
			2.1	Subtotal Restructures and Plans							
3.07	DC	N-R	3.0	Various	DC School Routes	Revise proposal to modify DC school trips at direction of DDOT in cooperation with DCPS	WK	X			\$95,998
5.06	VA	R	3.0	7AF,XW,BC	Lincolnia-N Fairlington	Revise proposal to restructure routes to reduce buses and overlap of service, extend 7E across Memorial Bridge to replace 13A and create a 7Y route.	WKSASU		X		\$109,477
			3.1	Subtotal Alternate Proposals							



# Bus Service Changes

Docket Item Number	State	R/ N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
A	DC	R	4.0	Various	52,53,54; B2; D8; E2,3,4; H8; L1,2,4; P6; W4 and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$750,000
B	MD	R	4.0	Various	D12,13,14; T2; J1,2,3; 84; 81,83,86 and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$375,000
C	VA	R	4.0	Various	2ACG; 10AB; 28A and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$375,000
			4.1	<b>Subtotal Safety, Running-time and Crowding</b>							
D	DC	R	5.0	Various	Center City DC and PA Ave SE	Provide resource to improve service performance during special event-detours, construction on Pennsylvania Ave SE and during snow emergencies	WKSASU	X			-\$200,000
E	MD	R	5.0	Various	Silver Spring Transit Center	Provide staffing and support for start-up of new Silver Spring Transit Center in spring of 2011	WKSASU		X		-\$75,000
F	VA	R	5.0	Various	Rosslyn Station Construction	Implement service detour and alternate terminal plan during construction of new Rosslyn station elevator and other projects	WKSASU		X		-\$187,500
			5.1	<b>Subtotal Facilities, Events and Construction</b>							
H	DC	R	6.0	B2; 37; 39	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$262,500
I	MD	R	6.0	D12,13,14; W15	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$225,000
J	VA	R	6.0	22A; 23AC	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$187,500
			6.1	<b>Subtotal Enhancement Recommendations</b>							
39				<b>TOTALS</b>				13	26	0	<b>\$4,283,097</b>

# Exhibit E



**Finance & Administration Committee**

**Information Item II-A**

**April 29, 2010**

## **FY2011 Budget Discussion**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input type="radio"/> Action <input checked="" type="radio"/> Information	MEAD Number:	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
---	--------------	--

**TITLE:**

Guidance on FY2011 fares.

**PURPOSE:**

Obtain direction for implementing fare increases.

**DESCRIPTION:**

Recommended fare changes are included in the presentation.

**FUNDING IMPACT:**

This action will provide direction to staff in finalizing the FY2011 Budget.

**RECOMMENDATION:**

Direction on proposed fare increases.



# FY2011 Budget Discussion

Finance and Administration Committee

April 29, 2010



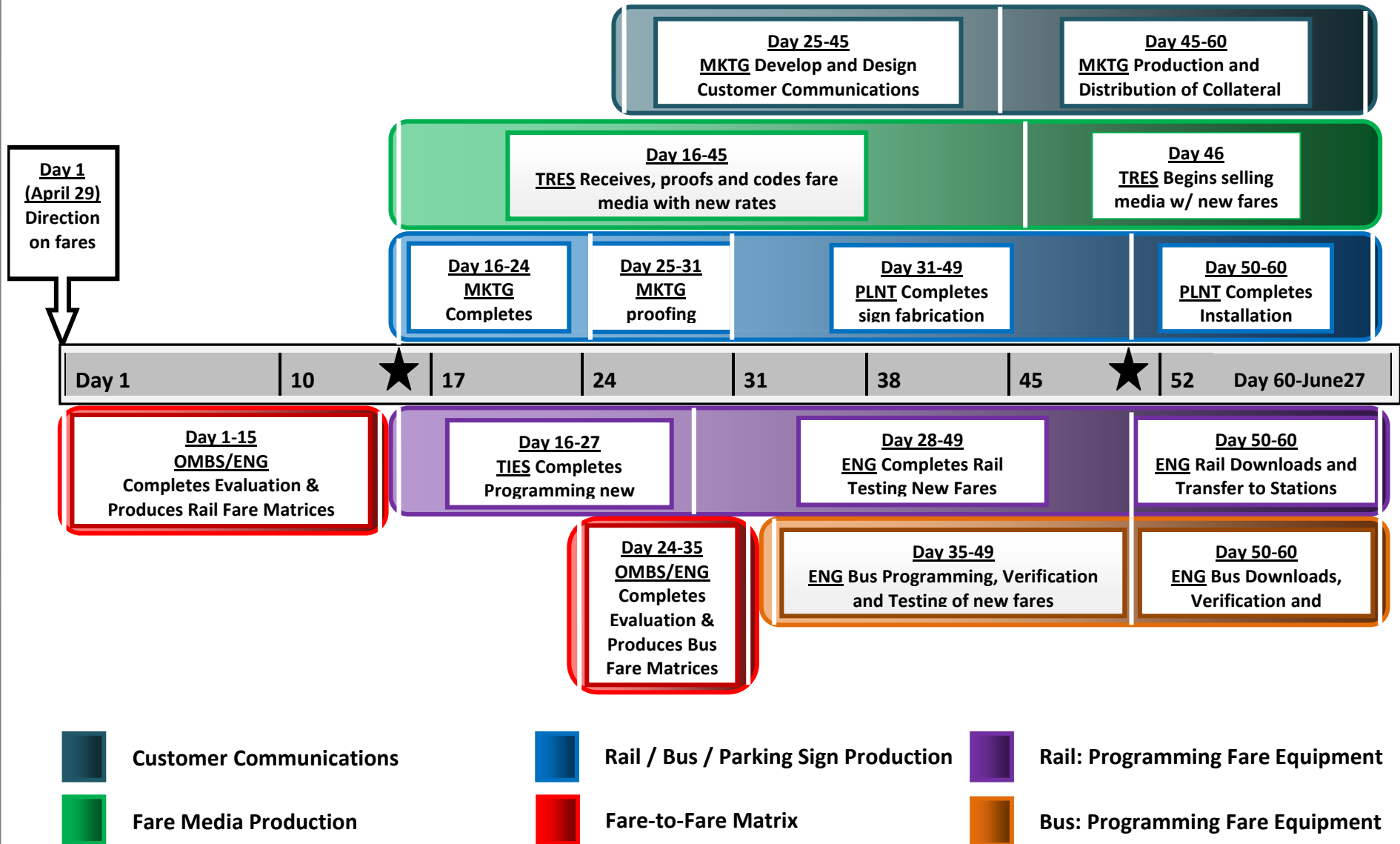
## Purpose

- To obtain Finance and Administration Committee direction for implementing fare increases





# Fare Implementation Schedule





## Parking

- The current recommendation is to increase the parking fee by \$0.50
  - Under the current proposal, the parking lot with the highest rate would be \$5.25
- Reducing the charge for SmarTrip<sup>®</sup> cards from \$5 to \$4.75 would ensure that customers could exit parking lots when they purchase a SmarTrip<sup>®</sup> for \$10



# Updated Subsidy Table

(\$ Millions)	DISTRICT OF COLUMBIA	STATE OF MARYLAND	COMMONWEALTH OF VIRGINIA	TOTAL
<b>FY2011 Projected Subsidy</b>	\$272.1	\$289.5	\$174.4	\$735.9
<b>FY2010 Approved Subsidy</b>	\$201.6	\$215.6	\$129.5	\$546.7
<b>Budget Gap</b>	<b>\$70.5</b>	<b>\$73.8</b>	<b>\$44.9</b>	<b>\$189.2</b>
<b>Bus and Rail Service Reductions</b>				
Rail Service Reductions	(\$1.3)	(\$1.4)	(\$1.1)	(\$3.7)
Metrobus Service Reductions	(\$2.0)	(\$1.6)	(\$0.7)	(\$4.3)
<b>Total</b>	<b>(\$3.3)</b>	<b>(\$2.9)</b>	<b>(\$1.8)</b>	<b>(\$8.0)</b>
<b>Departmental Reductions</b>	<b>(\$5.5)</b>	<b>(\$5.7)</b>	<b>(\$5.1)</b>	<b>(\$16.3)</b>
<b>Metro Access</b>				
MetroAccess (Expense)	(\$1.3)	(\$3.9)	(\$0.8)	(\$6.0)
MetroAccess (Revenue)	(\$0.3)	(\$0.8)	(\$0.2)	(\$1.2)
<b>Total</b>	<b>(\$1.5)</b>	<b>(\$4.6)</b>	<b>(\$1.0)</b>	<b>(\$7.2)</b>



# Updated Subsidy Table (cont)

(\$ Millions)	DISTRICT OF COLUMBIA	STATE OF MARYLAND	COMMONWEALTH OF VIRGINIA	TOTAL
<b>Fare Increase Proposal</b>				
Metrorail Fare Changes	(\$22.2)	(\$23.6)	(\$18.5)	(\$64.2)
Metrobus Fare Changes	(\$10.1)	(\$7.5)	(\$6.1)	(\$23.7)
Parking Revenue Changes	(\$2.3)	(\$2.5)	(\$1.9)	(\$6.7)
Non-SmarTrip \$0.25 Surcharge	(\$1.6)	(\$1.7)	(\$1.3)	(\$4.5)
\$4.00 Midnight-2AM	(\$0.8)	(\$0.8)	(\$0.6)	(\$2.2)
Increase Bicycle locker fee	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.2)
Increase the express fee for S/D	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)
<b>Total</b>	<b>(\$37.0)</b>	<b>(\$36.1)</b>	<b>(\$28.5)</b>	<b>(\$101.6)</b>
<b>Borrowing Preventive Maintenance *</b>	<b>(\$11.2)</b>	<b>(\$10.5)</b>	<b>(\$8.3)</b>	<b>(\$30.1)</b>
<b>Request for Add'l Jurisdictional Subsidy</b>	<b>\$12.0</b>	<b>\$13.9</b>	<b>\$0.1</b>	<b>\$26.0</b>
<b>Total Jurisdictional Subsidy</b>	<b>\$213.6</b>	<b>\$229.5</b>	<b>\$129.6</b>	<b>\$572.7</b>

\* Assumes PM Split of 66 percent rail and 34 percent bus



## Recommendation

- That the Board provide guidance on proposed fare increases



# Appendix



# Riders Advisory Council Input - Fares

Order of Preference	Jan	Current
1a Decrease the transfer time among all modes from 3 to 2 hours	Included - \$5.8 million	Included - \$5.8 million
1b Raise the fare differential for (rail) paper farecards	Not included	Included - \$0.25 differential - \$4.5 million
1c Institute a peak-of-peak rail surcharge	Included at \$0.10 - \$5 million	Included at \$0.10 - \$5 million
2a Increase late night weekend fares (after midnight)	Not included	Included \$4 flat fare - \$2.25 million
2b Increase the reserved parking fee	Not included	Included - Increase from \$55 to \$60 - \$0.25 million
2c Increase the airport bus fares	Included - \$3.10 to \$6.00 - \$1.2 million	Included - \$3.10 to \$6.00 - \$1.2 million
3a Increase bicycle locker rental fees	Included - \$70 to \$200 annually - \$0.2 million	Included - \$70 to \$200 annually - \$0.2 million
3b Increase general parking fees	Not included	Included - Increase of \$0.50 - \$6.5 million
3c Increase express bus fares for non-airport buses	Included - \$3.10 to \$3.75 - \$1.5 million	Included - \$3.10 to \$3.75 - \$1.5 million
4 Increase the SmarTrip fare differential on bus	Not included	Not included
5 Increase the base bus fare along with an increased transfer discount	Partially included - Base bus fare increase from \$1.25 to \$1.50 (SmarTrip), no increased transfer discount - \$11 million	Partially included - Base bus fare increase from \$1.25 to \$1.50 (SmarTrip), no increased transfer discount - \$11 million
6 Increase regular rail fare	Included - Base from \$1.65 to \$1.90, 1st Tier from 0.26 to 0.30, 2nd tier from 0.23 to .27, max from \$4.50 to \$5.00 - \$42 million	Included - Base from \$1.65 to \$1.90, 1st Tier from 0.26 to 0.30, 2nd tier from 0.23 to .27, max from \$4.50 to \$5.00 - \$42 million
7 Increase reduced rail fare	Included - Base from \$1.35 to \$1.55, 1st Tier from \$1.85 to \$2.10, 2nd Tier from \$2.35 to \$2.70 - \$14.8 million	Included - Base from \$1.35 to \$1.55, 1st Tier from \$1.85 to \$2.10, 2nd Tier from \$2.35 to \$2.70 - \$14.8 million
8a Charge special event fares on rail	Not included	Included
8b Charge a peak fare surcharge on crowded bus routes	Not included	Not included
8c Increase the base bus fare without increasing the transfer discount	Included - \$1.25 to \$1.50 - \$11 million	Included - \$1.25 to \$1.50 - \$11 million
9 Reduce the age at which children can ride free, from under five to under three	Not included	Not included



# Riders Advisory Council Input - Metrorail

Order of Preference	Jan	Current
1a Modifying headways and train lengths on four holidays: Columbus Day, Veterans' Day, Martin Luther King's Birthday and Presidents' Day	Included - Reduce service on holidays and holiday season (\$0.14 million)	Included (\$0.14 million)
1b Restructuring peak service on the Red Line to have 3 min headways from Grosvenor to Silver Spring and 6 min from Silver Spring to Glenmont and Grosvenor to Shady Grove	Included - Restructuring peak service on the Red Line to have 3 min headways from Shady Grove to Silver Spring and 6 min from Silver Spring to Glenmont (\$0.36 million)	Included - Restructuring peak service on the Red Line to have 3 min headways from Grosvenor to Silver Spring and 6 min from Silver Spring to Glenmont and Grosvenor to Shady Grove (\$0.30 million)
1c Early morning weekday headway widening	Included - Reduce weekday early morning service between 6 and 6:30 am (\$0.46 million)	Included (\$0.46 million)
2 Closing station entrances or mezzanine levels (after a full and transparent review of safety issues these closures may cause)	Included - Close additional mezzanines on weekends (\$0.67), Close 5 station entrances at 8pm (\$0.20 million)	Included - Close 4 mezzanines at 8pm on weekdays (\$0.16 million), Close 8 mezzanines on weekends (\$0.54 million)
3 Weekend headway widening	Included - Weekend headways reduced to every 15 min during the day on Sat and 20 min on Sunday and 30 min at night (\$3.50 million)	Not Included
4 Late night headway widening	Included - Widen weekday headways to 15 min and 30 min nighttime (\$4.43 million)	Not Included
5 A later weekday opening time at 5:30am	Included - Open system 1/2 hour later on weekdays (\$0.79 million)	Not Included
6 A later weekend opening time at 8:00am	Included - Open 1 hour later on Saturday and Sunday (\$0.62 million)	Not Included





# Riders Advisory Council Input - Metrorail (cont)

Order of Preference		Jan	Current
7a	Earlier weekend closing times	Included - Close Rail system at 2am on Fri and Sat (\$2.24 million) or Close rail system at 1am (\$4.30 million) or Close Rail system at midnight (\$6.29 million)	Included - Close Rail system at 2am on Fri and Sat (\$2.11 million)
7b	Weekend station closures	Included as an option - \$0.1 million	Not Included
8a	Elimination of peak 8-car trains	Included - Reduce weekday peak service by operating all 6-car trains; no 8-car trains (\$2.69 million)	Not Included
8b	Elimination of Yellow Line service to Fort Totten off-peak/weekends	Included - Eliminate Yellow Line extension to Fort Totten (\$1.84 million)	Not Included
8c	Elimination of Yellow Line service after 9:30pm and on weekends except for a rail shuttle between King Street and Huntington	Included - Reduce Yellow Line on weekdays late night and on weekends to a shuttle between Huntington and King Street (\$1.32 million)	Not Included



# Riders Advisory Council Input - Metrobus

Order of Preference	Jan	Current
1a Reduce and eliminate bus stops after a full and transparent review of cost, safety, and security measures	Included - \$1.0 million	Included - \$0.8 million
1b Reduce holiday service	Included - Reduction in holiday service (\$2 million) and seasonal adjustments (\$0.67 million)	Included - Reduction in holiday service (\$2 million) and seasonal adjustments (\$0.44 million)
2 Eliminate line segments with local overlap	Included - \$2.2 million	Not included
3 Peak period headway widening	Included - Overall headway savings of \$3.3 million	Not included
4a Weekend headway widening	Included - Overall headway savings of \$3.3 million	One route included - \$0.04 million savings
4b Off-peak headway widening	Included - Overall headway savings of \$3.3 million	Not included



# Updated Subsidy Table - Detail

(\$ Millions)	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGE'S COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
<b>FY2011 Projected Subsidy</b>	\$272.1	\$129.7	\$159.7	\$27.5	\$48.7	\$1.6	\$94.4	\$2.1	\$735.9
<b>FY2010 Approved Subsidy</b>	\$201.6	\$95.0	\$120.6	\$19.9	\$34.9	\$1.1	\$72.0	\$1.5	\$546.7
<b>Budget Gap</b>	<b>\$70.5</b>	<b>\$34.7</b>	<b>\$39.1</b>	<b>\$7.6</b>	<b>\$13.8</b>	<b>\$0.5</b>	<b>\$22.4</b>	<b>\$0.6</b>	<b>\$189.2</b>
<b>Bus and Rail Service Reductions</b>									
Rail Service Reductions	(\$1.3)	(\$0.7)	(\$0.7)	(\$0.2)	(\$0.4)	(\$0.0)	(\$0.5)	(\$0.0)	(\$3.7)
Metrobus Service Reductions	(\$2.0)	(\$0.4)	(\$1.2)	(\$0.4)	(\$0.2)	(\$0.0)	(\$0.2)	(\$0.0)	(\$4.3)
<b>Total</b>	<b>(\$3.3)</b>	<b>(\$1.1)</b>	<b>(\$1.8)</b>	<b>(\$0.5)</b>	<b>(\$0.6)</b>	<b>(\$0.0)</b>	<b>(\$0.7)</b>	<b>(\$0.0)</b>	<b>(\$8.0)</b>
<b>Departmental Reductions</b>	<b>(\$5.5)</b>	<b>(\$3.3)</b>	<b>(\$2.5)</b>	<b>(\$0.9)</b>	<b>(\$1.7)</b>	<b>(\$0.1)</b>	<b>(\$2.3)</b>	<b>(\$0.1)</b>	<b>(\$16.3)</b>
<b>Metro Access</b>									
MetroAccess (Expense)	(\$1.3)	(\$1.5)	(\$2.4)	(\$0.1)	(\$0.1)	(\$0.0)	(\$0.7)	(\$0.0)	(\$6.0)
MetroAccess (Revenue)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.1)	(\$0.0)	(\$1.2)
<b>Total</b>	<b>(\$1.5)</b>	<b>(\$1.8)</b>	<b>(\$2.9)</b>	<b>(\$0.1)</b>	<b>(\$0.1)</b>	<b>(\$0.0)</b>	<b>(\$0.8)</b>	<b>(\$0.0)</b>	<b>(\$7.2)</b>
<b>Fare Increase Proposal</b>									
Metrarail Fare Changes	(\$22.2)	(\$12.0)	(\$11.6)	(\$2.9)	(\$6.1)	(\$0.2)	(\$9.0)	(\$0.2)	(\$64.2)
Metrobus Fare Changes	(\$10.1)	(\$3.6)	(\$3.9)	(\$1.1)	(\$1.8)	(\$0.0)	(\$3.0)	(\$0.1)	(\$23.7)
Parking Revenue Changes	(\$2.3)	(\$1.3)	(\$1.2)	(\$0.3)	(\$0.6)	(\$0.0)	(\$1.0)	(\$0.0)	(\$6.7)
Non-SmarTrip \$0.25 Surcharge	(\$1.6)	(\$0.8)	(\$0.8)	(\$0.2)	(\$0.4)	(\$0.0)	(\$0.6)	(\$0.0)	(\$4.5)
\$4.00 Midnight-2AM	(\$0.8)	(\$0.4)	(\$0.4)	(\$0.1)	(\$0.2)	(\$0.0)	(\$0.3)	(\$0.0)	(\$2.2)
Increase Bicycle locker fee	(\$0.1)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.2)
Increase the express fee for S/D	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)
<b>Total</b>	<b>(\$37.0)</b>	<b>(\$18.2)</b>	<b>(\$17.9)</b>	<b>(\$4.7)</b>	<b>(\$9.3)</b>	<b>(\$0.3)</b>	<b>(\$14.0)</b>	<b>(\$0.3)</b>	<b>(\$101.6)</b>
<b>Borrowing Preventive Maintenance *</b>	<b>(\$11.2)</b>	<b>(\$5.3)</b>	<b>(\$5.3)</b>	<b>(\$1.4)</b>	<b>(\$2.7)</b>	<b>(\$0.1)</b>	<b>(\$4.1)</b>	<b>(\$0.1)</b>	<b>(\$30.1)</b>
<b>Request for Add'l Jurisdictional Subsidy</b>	<b>\$12.0</b>	<b>\$5.1</b>	<b>\$8.8</b>	<b>(\$0.1)</b>	<b>(\$0.5)</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.1</b>	<b>\$26.0</b>
<b>Total Jurisdictional Subsidy</b>	<b>\$213.6</b>	<b>\$100.1</b>	<b>\$129.4</b>	<b>\$19.9</b>	<b>\$34.4</b>	<b>\$1.2</b>	<b>\$72.5</b>	<b>\$1.6</b>	<b>\$572.7</b>

\* Assumes PM Split of 66 percent rail and 34 percent bus



# Proposed Fare Changes

Fare Category	Current	Proposed	Change	%	Revenue (\$M)	Ridership (M)
<b>METRO RAIL</b>						
<b>Increase Regular (Peak) fares</b>						
Increase peak period boarding charge (less than 3 miles)	\$ 1.65	\$ 1.90	\$ 0.25	15%		
Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039	15%		
Increase 2nd Tier of peak period mileage charge (6 miles to peak)	\$ 0.230	\$ 0.265	\$ 0.035	15%		
Increase the Max peak period fare	\$ 4.50	\$ 5.00	\$ 0.50	11%		
<b>Sub-total</b>					\$ 42.00	(2.9)
Implement Peak-of-the-Peak pricing			\$ 0.10		\$ 5.00	(0.4)
7:30 to 9:00 in AM peak						
4:30 to 6:00 in PM peak						
<b>Increase Discounted (Off-peak) fares</b>						
Boarding Charge (First 7 miles)	\$ 1.35	\$ 1.55	\$ 0.20	15%	\$ 7.80	(1.6)
1st Tier (7 to 10 miles)	\$ 1.85	\$ 2.10	\$ 0.25	14%	\$ 3.50	(0.4)
2nd Tier (over 10 miles)	\$ 2.35	\$ 2.70	\$ 0.35	15%	\$ 3.50	(0.4)
<b>Sub-total</b>					\$ 14.80	
Increase pass prices consistent with the boarding charges, no higher than 15 percent to deal with rounding and consistent with federal and other requirements				15%	\$ 0.60	
Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.					\$ 1.80	(1.2)
<b>TOTAL:</b>					\$ 64.20	(6.9)
<b>METROBUS</b>						
Increase the boarding charge with 10 cents cash/Smartertrip differential	\$ 1.25	\$ 1.50	\$ 0.25	20%	\$ 11.00	(3.5)
Increase the cash/Smartertrip boarding charge on express buses	\$ 3.00	\$ 3.65	\$ 0.65	22%	\$ 1.50	(0.1)
Increase the bus fare on the Dulles (5A) and BWI shuttles (B30)	\$ 3.10	\$ 6.00	\$ 2.90	94%	\$ 1.20	(0.2)
Increase the weekly 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)
Continue practice of fare buy-downs per Compact					N/A	
<b>Total:</b>					\$ 23.70	(8.2)
<b>METROACCESS</b>						
Increase the MetroAccess fare (twice the comparable base bus fare)					\$ 1.10	
<b>Total:</b>					\$ 1.10	
<b>OTHER</b>						
Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00	186%	\$ 0.20	
<b>Total:</b>					\$ 0.20	
<b>TOTAL</b>						
					\$ 89.20	(15.1)
<b>OTHER INCREASES</b>						
Raise all parking fees by \$0.50	varies	\$ 0.50			\$ 6.50	
Increase reserved parking fee*	\$ 55.00	\$ 60.00	\$ 5.00	9%	\$ 0.25	
*Implement Variable Reserved Parking Pricing reduction per General Manager						
Increase the boarding charge for E&D on express buses	\$ 0.60	\$ 1.85	\$ 1.25	208%	\$ 0.01	
Institute special fares for special events						
Implement special surcharge of \$0.05 for specific capital needs					\$ 4.50	
Implement a special surcharge of \$0.25 for non-Smartertrip rail transactions	\$ 0.00	\$ 0.25	\$ 0.25		\$ 4.50	
Implement Flat Fare for boardings 12 AM-2 AM on Saturday/Sunday	\$ 2.35	\$ 4.00	\$ 1.65	70%	\$ 2.25	
<b>TOTAL:</b>					\$ 13.51	
<b>GRAND TOTAL</b>					\$ 102.71	
<b>GRAND TOTAL, Excluding MetroAccess</b>					\$ 101.61	
<b>METRO ACCESS</b>						
Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00	100%	\$ 0.071	
Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00	50%	\$ 0.005	
Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00	33%	\$ 0.001	
Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00	25%	\$ -	
<b>Total:</b>					\$ 0.0765	
<b>Total Metro Access (Including \$1.1 above)</b>					\$ 1.1765	
<b>GRAND TOTAL</b>					\$ 102.78	

SUBJECT: FY2011 FARE INCREASE, PARKING FEE INCREASE AND SERVICE REDUCTIONS

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (Metro) provides Metrobus, Metrorail and MetroAccess services to the residents of the region: and

WHEREAS, These systems combine to provide about 1.3 million passenger trips daily; and

WHEREAS, The Washington metropolitan region has come to rely on the services of the Metrorail, Metrobus, and MetroAccess systems to provide safe and reliable service to respond to the mobility and accessibility travel needs of the region for work and discretionary activities; and

WHEREAS, The cost of Metrobus, Metrorail and MetroAccess services is funded in part by passenger revenues and in part by subsidies provided by the District of Columbia, the State of Maryland, local jurisdictions in Virginia, and the Commonwealth of Virginia; and

WHEREAS, Neither Metro nor the funding partners of Metro are immune from the economic challenges facing this country, resulting in a \$189 million funding gap in the FY2011 Operating Budget which must be closed; and

WHEREAS, On March 4, 2010, the Board of Directors authorized the holding of public hearings on proposed fare increases and service reductions; and

WHEREAS, Six public hearings were held from March 22, 2010 through April 1, 2010 to solicit public comment on the proposed fare increases and service reductions; and

WHEREAS, The Board of Directors has considered the comments of the public as detailed in the Staff Report; now, therefore be it

*RESOLVED*, That the Board of Directors:

- [1. Approves increases to the Metrobus, Metrorail and MetroAccess fares to begin on or about Sunday, June 27, 2010 prior to the beginning of Sunday service all as detailed in Attachment A to this resolution; and]
- [2. Directs that the changes listed on Attachment A relating to the "peak of the peak", the special surcharge for non-SmarTrip<sup>®</sup> rail transactions and the flat fare for boardings between 12A.M.-2A.M. on Saturdays and Sundays will become effective when the fare collection system can technologically accommodate the fares; and]
- [3. Approves increases to parking lot rates by \$0.50 and increases the reserved parking monthly fee by \$5.00; and]
- [4. Authorizes the General Manger to reduce the reserved parking fee at those stations which have excess capacity to an amount necessary to use up the excess parking capacity; and]
- [5. Approves the Service Reductions for Metrorail, as detailed in Attachment B, to begin on or about Sunday, June 27, 2010; and]
- [6. Approves the changes to various Metrobus routes, Metrobus Headway and Trip Adjustments as detailed in Attachment C, to begin on or about Sunday, June 27, 2010, unless shown on Attachment C as having a different effective date, in which case the listed effective date shall be used; and]
- [7. Approves of the use of \$60 million of capital funds to pay for preventive maintenance that otherwise would have been funded out of the Operating Budget, provided however, that if fare revenue exceeds the amount budgeted, any excess (up to \$60 million) will be transferred, on a quarterly basis, to the capital budget to repay the \$60 million; and]
- [8. Determines that the value of transfers from local bus services shall follow the procedures applied in the WMATA Tariff whereby the local bus fare paid is the value of the transfer on Metrobus, with any required step-up fare to be paid by the customer; and];
- [9. Directs that the ¾ mile zone for the provision of MetroAccess service be strictly enforced starting June 26, 2010, with the exception of those MetroAccess customers who currently take MetroAccess trips outside of the ¾ mile corridor; and]

- [10. Directs that as of June 27, 2010, the only MetroAccess patrons eligible for the "Free Ride Program" shall be those patrons with conditional eligibility]; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

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Carol B. O'Keeffe  
General Counsel

Fare Category					Revenue	Ridership
	Current	Proposed	Change	%	(\$M)	(M)
<b>METRORAIL</b>						
<b>Increase Regular (Peak) fares</b>						
Increase peak period boarding charge (less than 3 miles)	\$ 1.65	\$ 1.90	\$ 0.25	15%		
Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039	15%		
Increase 2nd Tier of peak period mileage charge (6 miles to peak)	\$ 0.230	\$ 0.265	\$ 0.035	15%		
Increase the Max peak period fare	\$ 4.50	\$ 5.00	\$ 0.50	11%		
<b>Sub-total</b>			\$ 0.10		\$ 42.00	(2.9)
Implement Peak-of-the-Peak pricing					\$ 5.00	(0.4)
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4:30 to 6:00 in PM peak						
<b>Increase Discounted (Off-peak) fares</b>						
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2nd Tier (over 10 miles)	\$ 2.35	\$ 2.70	\$ 0.35	15%	\$ 3.50	(0.4)
<b>Sub-total</b>					\$ 14.80	
Increase pass prices consistent with the boarding charges, no higher than 15 percent to deal with rounding and consistent with federal and other requirements				15%	\$ 0.60	
Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.					\$ 1.80	(1.2)
<b>TOTAL:</b>					\$ 64.20	(6.9)
<b>METROBUS</b>						
Increase the boarding charge with 10 cents cash/Smartertrip differential	\$ 1.25	\$ 1.50	\$ 0.25	20%	\$ 11.00	(3.5)
Increase the cash/Smartertrip boarding charge on express buses	\$ 3.00	\$ 3.65	\$ 0.65	22%	\$ 1.50	(0.1)
Increase the bus fare on the Dulles (5A) and BWI shuttles (B30)	\$ 3.10	\$ 6.00	\$ 2.90	94%	\$ 1.20	(0.2)
Increase the weekly 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)
Continue practice of fare buy-downs per Compact					N/A	
<b>Total:</b>					\$ 23.70	(8.2)
<b>METROACCESS</b>						
Increase the MetroAccess fare (twice the comparable base bus fare)					\$ 1.10	
<b>Total:</b>					\$ 1.10	
<b>OTHER</b>						
Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00	186%	\$ 0.20	
<b>Total:</b>					\$ 0.20	
<b>TOTAL</b>					\$ 89.20	(15.1)
<b>OTHER INCREASES</b>						
Raise all parking fees by \$0.50	varies	\$ 0.50			\$ 6.50	
Increase reserved parking fee*	\$ 55.00	\$ 60.00	\$ 5.00	9%	\$ 0.25	
*Implement Variable Reserved Parking Pricing reduction per General Manager						
Increase the boarding charge for E&D on express buses	\$ 0.60	\$ 1.85	\$ 1.25	208%	\$ 0.01	
Institute special fares for special events						
Implement special surcharge of \$0.05 for specific capital needs						
Implement a special surcharge of \$0.25 for non-Smartertrip rail transactions	\$ 0.00	\$ 0.25	\$ 0.25		\$ 4.50	
Implement Flat Fare for boardings 12 AM-2 AM on Saturday/Sunday	\$ 2.35	\$ 4.00	\$ 1.65	70%	\$ 2.25	
<b>TOTAL:</b>					\$ 13.51	
<b>GRAND TOTAL</b>					\$ 102.71	
<b>GRAND TOTAL, Excluding MetroAccess</b>					\$ 101.61	
<b>METRO ACCESS</b>						
Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00	100%	\$ 0.071	
Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00	50%	\$ 0.005	
Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00	33%	\$ 0.001	
Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00	25%	\$ -	
<b>Total:</b>					\$ 0.0765	
<b>Total Metro Access (Including \$1.1 above)</b>					\$ 1.1765	
<b>GRAND TOTAL</b>					\$ 102.78	





# Rail Changes

Service Changes (in millions)		Description	Annual Cost Savings	Annual Revenue Loss	Annual Subsidy Savings	Rail Riders Lost
1	Reduce service on holidays and holiday season	For days during the holiday season (the day after Thanksgiving and the week between Christmas and New years) ridership drops to 40-60% of a normal weekday. The proposed reduction is to operate all 6 car trains and reduce peak service by not operating the extra tripper services. Non-peak hour headways will remain unchanged.	\$0.14	\$0.00	\$0.14	0.00
2	Restructure peak service on Red Line - 3 min. headways from Grosvenor to Silver Spring; and 6 min. from Silver Spring to Glenmont and Grosvenor to Shady Grove	This change will add the necessary running time to the Red Line and will improve reliability throughout the day. The capacity on the line will remain constant as the number of 8 car trains will be increased.	\$0.30	\$0.00	\$0.30	0.00
3	Close 4 mezzanines at 8 pm on weekdays at station with multiple entrances: King St. North, Stadium Armory North *, Friendship Hts. South and McPherson Sq. West (*will remain open for stadium events)	The stations will remain open as only one entrance is being closed. Patron will have to walk an additional 1-3 blocks. ( Note: As a result of comments received at the public hearing one entrance closing was removed from the list - Shaw Howard U.)	\$0.16	\$0.00	\$0.16	0.00
4	Close rail system at 2:00am on Friday and Saturday nights	Between 2:00 AM and 3:00 AM, ridership is currently averages 3,200 riders on Friday or Saturday night, representing a 25% cost recovery ratio (compared to 80% for the overall rail system).	\$2.58	\$0.48	\$2.11	0.24
5	Close 8 additional mezzanines on weekends at station with multiple entrances: Anacostia North, Stadium Armory North *, Navy Yard West, New York Ave South, Friendship Hts.South, L'Enfant Plaza West, King St North and Silver Spring North (*will remain open for stadium events)	The stations will remain open as only one entrance is being closed. Patron will have to walk an additional 1-3 blocks. ( Note: As a result of comments received at the public hearing two entrance closing was removed from the list - Shaw Howard U. and U Street)	\$0.54	\$0.00	\$0.54	0.00
6	Reduce weekday early morning service on all lines between 6:00 and 6:30 AM by widening headways from 6 to 8 minutes	Service on all lines will be reduced by one trip in each direction during this time period.	\$0.46	\$0.00	\$0.46	0.00
<b>Totals for all changes</b>			<b>\$4.18</b>	<b>\$0.48</b>	<b>\$3.71</b>	<b>0.24</b>

# Bus Service Changes



Docket Item Number	State	R/N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
7.01	DC	R/N-R	1.0	Various	System Holiday Service	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	X			\$862,019
8.01	DC	R/N-R	1.0	Various	System Weekend Night Service	Revise proposal to eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$260,580
9.01	DC	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$180,154
10.01	DC	R/N-R	1.0	Various	Bus Stop Review U8, 63, 80, 68, and others	Reduce bus stops to 5 per mile on four lines	WKSASU		X		\$616,769
2.10	MD	R	1.0	J1	Bethesda - Silver Spring	Eliminate segment between Medical Center Sta. and Mont Mall	WK	X			\$269,157
7.02	MD	R/N-R	1.0	Various	System Holiday Service	Reduced service on MLK, Presidents, Columbus, Veterans holidays	WK	X			\$661,747
8.02	MD	R	1.0	Various	System Weekend Night Service	Eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$41,384
9.02	MD	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$138,298
10.02	MD	R/N-R	1.0	Various	Bus Stop Review K6 and others	Impact of bus stop reduction	WKSASU		X		\$125,324
2.16	VA	R	1.0	23C	McLean - Crystal City	Discontinue Walter Reed Dr./Four Mile Run Dr. segment. Keep McLean-Langley segment.	WK	X			\$255,096
7.03	VA	R/N-R	1.0	Various	System Holiday Service	Reduced holiday service on 20 lines for MLK, Presidents, Columbus, Veterans	WK	X			\$648,793
8.03	VA	R	1.0	1F,7A,16E	System Weekend Night Service	Revise proposal to eliminate trips associated with extended service hours on Friday and Saturday nights after 2AM	WKSA	X			\$21,962
9.03	VA	R/N-R	1.0	Various	System Seasonal Services	Change from Wkday to Holiday schedule on last Nov Fri and weekdays between Xmas and New Years	WK		X		\$120,069
10.03	VA	R/N-R	1.0	Various	Bus Stop Review 23 Line and others	Impact of bus stop reduction	WKSASU		X		\$89,945
			1.1	<b>Subtotal Service Efficiency Actions</b>							



# Bus Service Changes

Docket Item Number	State	R/ N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
1.15	DC	R	2.0	N6	Massachusetts Avenue	Saturday headway widening with larger buses	SA	X			\$44,453
3.05	DC	N-R	2.0	N8	Van Ness - Wesley Hgts	Eliminate line, replace with reroutes of others (Plan #2)	WK		X		\$791,023
4.01	DC	N-R	2.0	E6/M4	Sibley/Stadium/Nebraska Ave	Restructure routes (Plan #2)	WK		X		\$287,994
4.02	DC	R	2.0	N2,4,6	Massachusetts Avenue	Restructure off-peak and reroute N2	WK		X		\$98,297
4.03	DC	R	2.0	H2, H3	Crosstown Line	Reroute service for improved performance (Plan #2)	WKSASU		X		\$0
4.04	DC	R	2.0	H6	Brookland-Ft Lincoln Line	Reroute and shorten span of service for cost neutral change	WKSASU	X			\$0
4.06	MD	R	2.0	C8,F4,F6,R2	Various	Restructure HYATTSVILLE service. Reroute C8, F4, F6, R2	WKSASU		X		-\$509,989
4.07	MD	N-R	2.0	R12; T16,17	Kenilworth Ave - New Carrollton; Greenbelt	Restructure GREENBELT service.	WKSA		X		\$557,833
4.08	MD	N-R	2.0	R3	Greenbelt - Ft Totten	Restructure HYATTSVILLE service : Eliminate R3.	WKSASU		X		\$921,038
1.44	VA	R	2.0	8XWZ	Foxchase-Seminary Valley	Reduce peak frequency	WK	X			\$113,454
3.11	VA	R	2.0	13A,B	RRW National Airport - Pentagon - DC	Discontinue line (replaced with extensions of 16F & 7F to Federal Triangle and National Mall)	WK		X		\$385,577
4.10	VA	R	2.0	16F	Columbia Pike	Extend to Federal Triangle via 14th Street Bridge, replaces 13B, add additional trips.	WK		X		-\$357,599
4.11	VA	R	2.0	16H	Columbia Hgts West - Pentagon City	Extend 16H to Skyline City to replace portion of 16W	WK		X		-\$24,089
4.12	VA	R	2.0	16W	Columbia Hgts West - Pentagon City	Discontinue 16W and convert all trips to 16H	WK		X		\$115,832
			2.1	Subtotal Restructures and Plans							
3.07	DC	N-R	3.0	Various	DC School Routes	Revise proposal to modify DC school trips at direction of DDOT in cooperation with DCPS	WK	X			\$95,998
5.06	VA	R	3.0	7AF,XW,BC	Lincolnia-N Fairlington	Revise proposal to restructure routes to reduce buses and overlap of service, extend 7E across Memorial Bridge to replace 13A and create a 7Y route.	WKSASU		X		\$109,477
			3.1	Subtotal Alternate Proposals							



# Bus Service Changes

Docket Item Number	State	R/N-R	Priority	Line	Routes	CHANGE	DAY	June 2010	Sept 2010	Later	Revised Annual SUBSIDY SAVINGS
A	DC	R	4.0	Various	52,53,54; B2; D8; E2,3,4; H8; L1,2,4; P6; W4 and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$750,000
B	MD	R	4.0	Various	D12,13,14; T2; J1,2,3; 84; 81,83,86 and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$375,000
C	VA	R	4.0	Various	2ACG; 10AB; 28A and others	Revise trip schedules and running times to ensure safe operations and respond to changes in traffic conditions and passenger loading.	WKSASU		X		-\$375,000
			4.1	<b>Subtotal Safety, Running-time and Crowding</b>							
D	DC	R	5.0	Various	Center City DC and PA Ave SE	Provide resource to improve service performance during special event-detours, construction on Pennsylvania Ave SE and during snow emergencies	WKSASU	X			-\$200,000
E	MD	R	5.0	Various	Silver Spring Transit Center	Provide staffing and support for start-up of new Silver Spring Transit Center in spring of 2011	WKSASU		X		-\$75,000
F	VA	R	5.0	Various	Rosslyn Station Construction	Implement service detour and alternate terminal plan during construction of new Rosslyn station elevator and other projects	WKSASU		X		-\$187,500
			5.1	<b>Subtotal Facilities, Events and Construction</b>							
H	DC	R	6.0	B2; 37; 39	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$262,500
I	MD	R	6.0	D12,13,14; W15	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$225,000
J	VA	R	6.0	22A; 23AC	Various	Implement study recommendations to respond to ridership growth and service enhancement strategies	WKSASU		X		-\$187,500
			6.1	<b>Subtotal Enhancement Recommendations</b>							
39				<b>TOTALS</b>				13	26	0	\$4,283,097

# Exhibit F

**Attachment A: Fare Table**

5/28/2010 11:08

Fare Category	Current *	Board Guidance	Change
<b>1 METRORAIL</b>			
<b>2 Increase Regular (Peak) fares</b>			
3 Increase peak period boarding charge (less than 3 miles) to \$2.20 for paper fare card and \$1.95 for SmarTrip	\$ 1.65	\$ 1.95	\$ 0.30
4 Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039
5 Increase 2nd Tier of peak period mileage charge (6 miles to peak)	\$ 0.230	\$ 0.265	\$ 0.035
6 Increase the max period fare to \$5.25 for paper fare card and \$5.00 for SmarTrip	\$ 4.50	\$ 5.00	\$ 0.500
7 Implement Peak-of-the-Peak pricing		\$ 0.20	\$ 0.20
8 7:30 to 9:00 in AM peak			
9 4:30 to 6:00 in PM peak			
<b>10 Increase Discounted (Off-peak) fares</b>			
11 Increase the Boarding Charge (First 7 miles) to \$1.85 for paper fare card and \$1.60 for SmarTrip	\$ 1.35	\$ 1.60	\$ 0.25
12 Increase the 1st Tier (7 to 10 miles) charge to \$2.40 for paper fare card and \$2.15 for SmarTrip	\$ 1.85	\$ 2.15	\$ 0.30
13 Increase the 2nd Tier (over 10 miles) charge for \$3.00 for paper fare card and \$2.75 for SmarTrip	\$ 2.35	\$ 2.75	\$ 0.40
14 Charge Regular (peak fare) on rail from midnight to closing			
15 Increase pass prices consistent with the boarding charges, no higher than 15 percent to deal with rounding and consistent with federal and other requirements			
16 Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.			
<b>18 METROBUS</b>			
19 Increase the boarding charge to \$1.70 for cash and \$1.50 for SmarTrip	\$ 1.25	\$ 1.50	\$ 0.25
20 Increase Express bus charge to \$3.85 for cash and \$3.65 for SmarTrip	\$ 3.00	\$ 3.65	\$ 0.65
21 Increase the bus fare on the Dulles (5A) and BWI shuttles (B30) to \$6.00	\$ 3.10	\$ 6.00	\$ 2.90
22 Increase the weekly bus pass price	\$ 11.00	\$ 15.00	\$ 4.00
23 Reduce bus-to-bus transfer period from 3 hrs to 2 hrs.			
24 Increase the boarding charge for E&D on express buses	\$ 0.60	\$ 1.85	\$ 1.25
<b>26 METROACCESS</b>			
27 Increase the MetroAccess fare to twice the equivalent fixed route fare, \$7 maximum			
28 Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00
29 Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00
30 Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00
31 Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00
<b>33 OTHER</b>			
34 Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00
35 Increase reserved parking fee based on demand	\$ 55.00	\$ 65.00	\$ 10.00

\* Prior to implementation of \$0.10 surcharge in March 2010

# Exhibit G

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

*Exhibit G*

**PUBLIC HEARING CONSIDERATIONS AND OUTREACH**

WMATA's Board of Directors conducted a series of six public hearings between March 4 and April 6 to get public input on a variety of options for how the transit agency should close the \$189 million budget gap in fiscal year 2011.

The public was invited to provide input on a number of proposals to balance the budget, which included a combination of fare increases, Metrorail and Metrobus service reductions, changes to the MetroAccess fare structure and service area allowed under the Americans with Disabilities Act, departmental and staff reductions, additional contributions from the jurisdictions that fund Metro, and the use of capital funds to pay for preventive maintenance.

In addition to the General Manager's proposed budget, WMATA included suggestions from the Riders' Advisory Council, other rider groups and ATU Local 689 for the public's consideration during the hearings.

Specifically, WMATA was interested in public comments on the following options, recognizing that the Board may accept or reject all or any part of any option.

- Option 1 - Adoption of the General Manager's proposed fare increases and service cuts;
- Option 2 - Adoption of fare increases that require no service cuts; or
- Option 3 – Adoption of options specified by the public

The survey instrument used to gather public comment online and via mail/email/fax and at the public hearings is shown as *Exhibit B*.

A summary and analysis of the comments from public hearing is included in the Public Hearing section of this report.

**Public Hearing to Comment on Fiscal Budget Year 2011 Options**

Approximately 5,475 inputs were received during the public comment period. These inputs were provided either by people testifying at a public hearing, submitting their comments in writing, or filling out the on-line questionnaire. Additionally, Metro was copied on 1,286 letters to leading elected officials in the governments of Metro's partnering jurisdictions. Most of these letters urged the respective jurisdictions to increase their contributions to Metro's operating budget.

It is important to note, that regardless of the channel by which customers delivered their input on the FY 2011 budget, these comments reflect only the comments of those who responded to the call for testimony. This is an analysis of qualitative data which uses percentages merely to organize information collected. The results should not be represented as an accurate gauge of the opinion of Metro customers in general.



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
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**PUBLIC HEARING AND WRITTEN INPUT**

Among the 1,842 inputs received at hearings or provided in writing, 1,454 (79%) specifically opposed cuts to service, and 1,093 (59%) asked that local jurisdictions increase their contributions to Metro’s operating budget.

A number of comments reflected opposition to changes proposed to specific bus routes or the need for improved service on certain routes. The routes mentioned in oral and written testimony (and in the letters to the jurisdictions) were:

P17/P18/P19	G2, G8	T12, T14, T16	15M
B27, B29	J4	V5	18E, F
C2, C11, C12, C13, C14	L2	X1, X3	24T
W13, W14, W19	M2, M4, M6	9, 10, 29, 31, 34, 36, 54, 69, 80, 96, 97	
C2, C4, C8	N2, N3, N4, N6, N8	2T, 3T	
D12, D13, D14	R2, R3, R12	7A, 7F	
F2, F13	S2, S4, S9	13A, 13B	

Additionally, there was specific opposition to proposed closures/service reductions at the following stations: Huntington, Friendship Heights, New York Avenue, Deanwood, Morgan Boulevard, Cheverly, U Street/African American Civil War Memorial/Cardozo and Shaw.

There was specific interest in instituting the 5-cent surcharge to raise money for capital improvements at the following Metrorail stations: Tenleytown-AU and Union Station.

The breakdown of inputs received by jurisdiction follows:

1. Maryland – 868
2. District of Columbia – 441
3. Virginia – 225
4. Unidentified – 308

**ON-LINE QUESTIONNAIRE INPUT**

To facilitate public input, an online poll on the 252-page docket was developed, presenting about 85 choices to respondents. Respondents were asked to select options that they would most likely support. If respondents did not support any options, they could make no selection at all. During the public comment period, (3,633) questionnaires were completed.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
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Overall support for options available to close the budget gap is summarized below from highest to lowest.

1. Metrorail off-peak fare increase – 2,938 (80%)
2. Metrorail peak fare increase – 2,783 (76%)
3. Local governments should increase contributions to Metro operating budget – 2,597 (71%)
4. Metrorail peak-of-the-peak fare increase – 2,612 (71%)
5. Metrobus boarding charge increase – 2,551 (70%)
6. Increased boarding charge for airport shuttles (B30, 5A) – 2,455 (67%)
7. Metrobus express boarding charge increase – 2,361 (64%)
8. Use additional capital funds in Metro operating budget – 2,239 (61%)
9. Increase MetroAccess fares – 2,008 (55%)
10. Raise daily parking rates at Metrorail facilities by \$1.15 – 868 (23%)

Service cuts received far less support. For example, the greatest level of support for Metrorail service changes was 1,303 (35%) for the closure of single entrances at 10 Metrorail stations on weekends. On the other hand, closing Metrorail at midnight on weekends received support in only 255 (7%) of the responses and eliminating 8-car trains received support in only 405 (11%) of responses.

For Metrobus service changes, the greatest level of support, 1,557 (42%), was for reducing service on the day after Thanksgiving and the week between Christmas and New Years. The lowest level of support, 380 (10%), was for increasing time (headways) between buses.

Only 691 (19%) of the responses favored restricting the MetroAccess service area to  $\frac{3}{4}$  mile from available fixed route service, and restricting customers who are eligible for full paratransit service from the free ride program on Metrobus and Metrorail.

The jurisdictional breakdown of the questionnaires is as follows:

1. Virginia – 1111
2. District of Columbia – 1065
3. Maryland – 1023
4. Undisclosed – 434

LETTERS TO ELECTED OFFICIALS

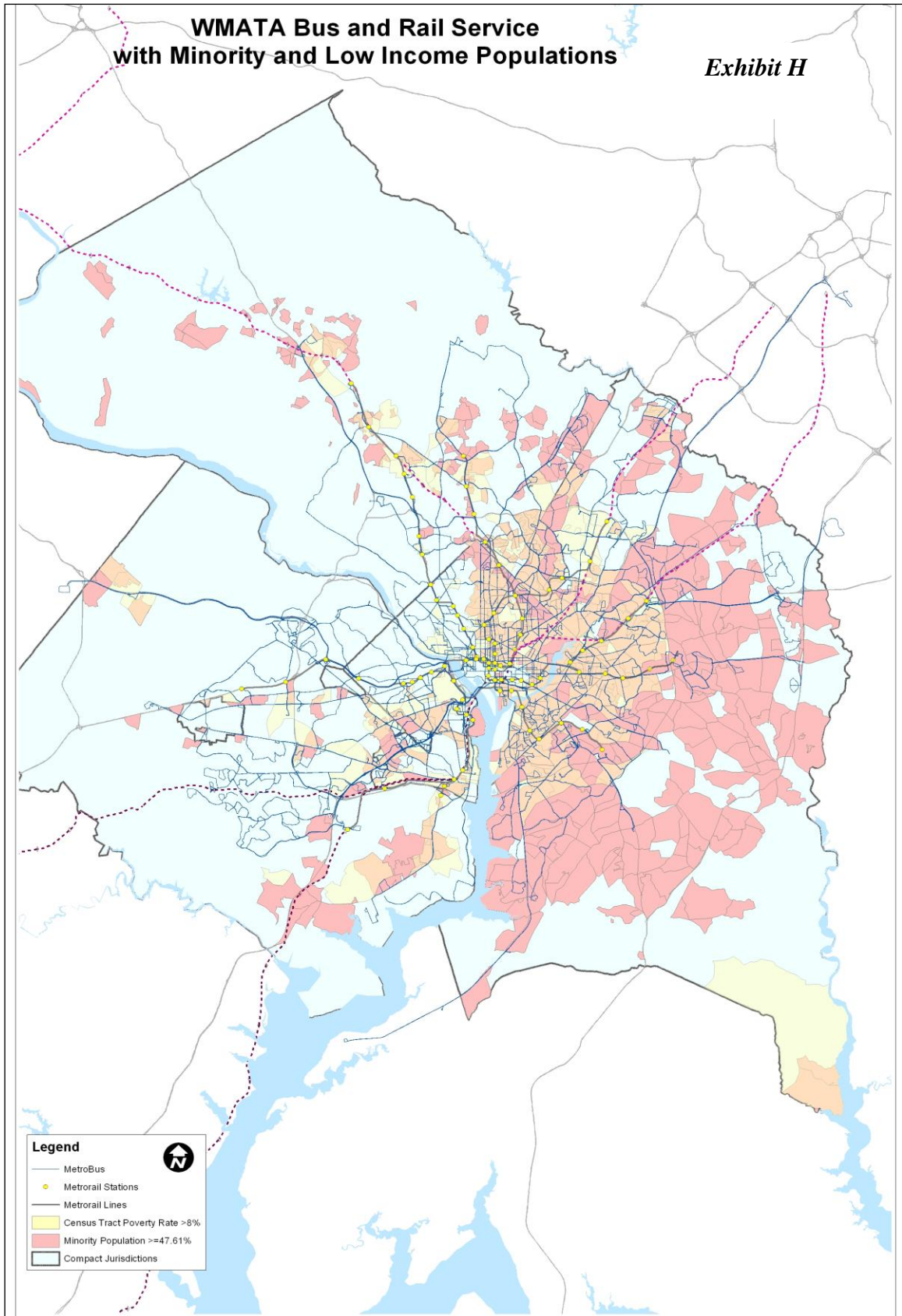
**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

Metro received copies of 1,286 letters urging local jurisdictions to increase contributions to Metro's operating budget. Those who copied Metro on letters to their elected officials were from the following jurisdictions:

1. Maryland – 579
2. District of Columbia – 400
3. Fairfax County, Va. – 105
4. Arlington, Va. – 102
5. City of Alexandria – 90
6. City of Falls Church – 7
7. Fairfax City – 3

# Exhibit H

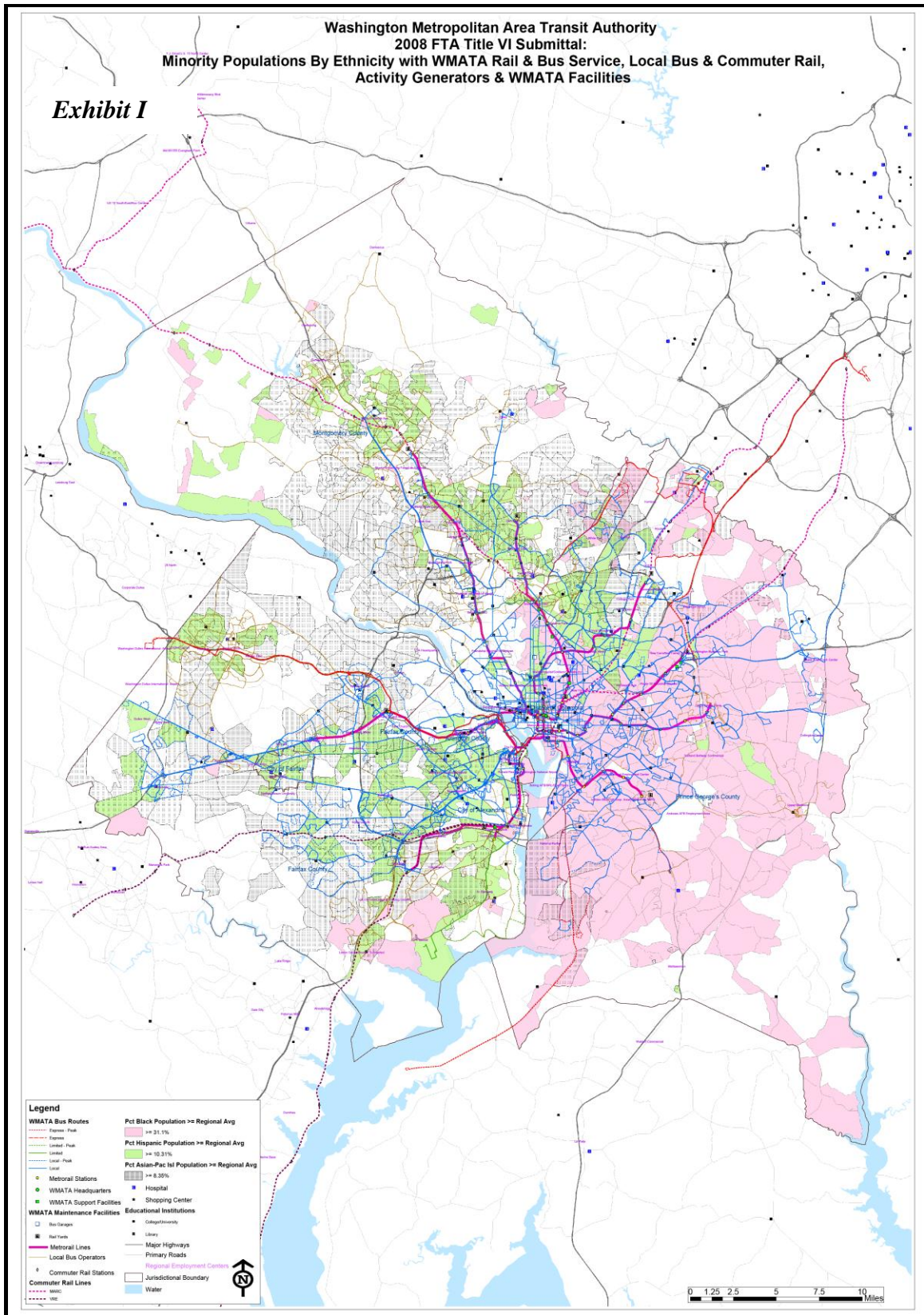
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER  
FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES



# Exhibit I



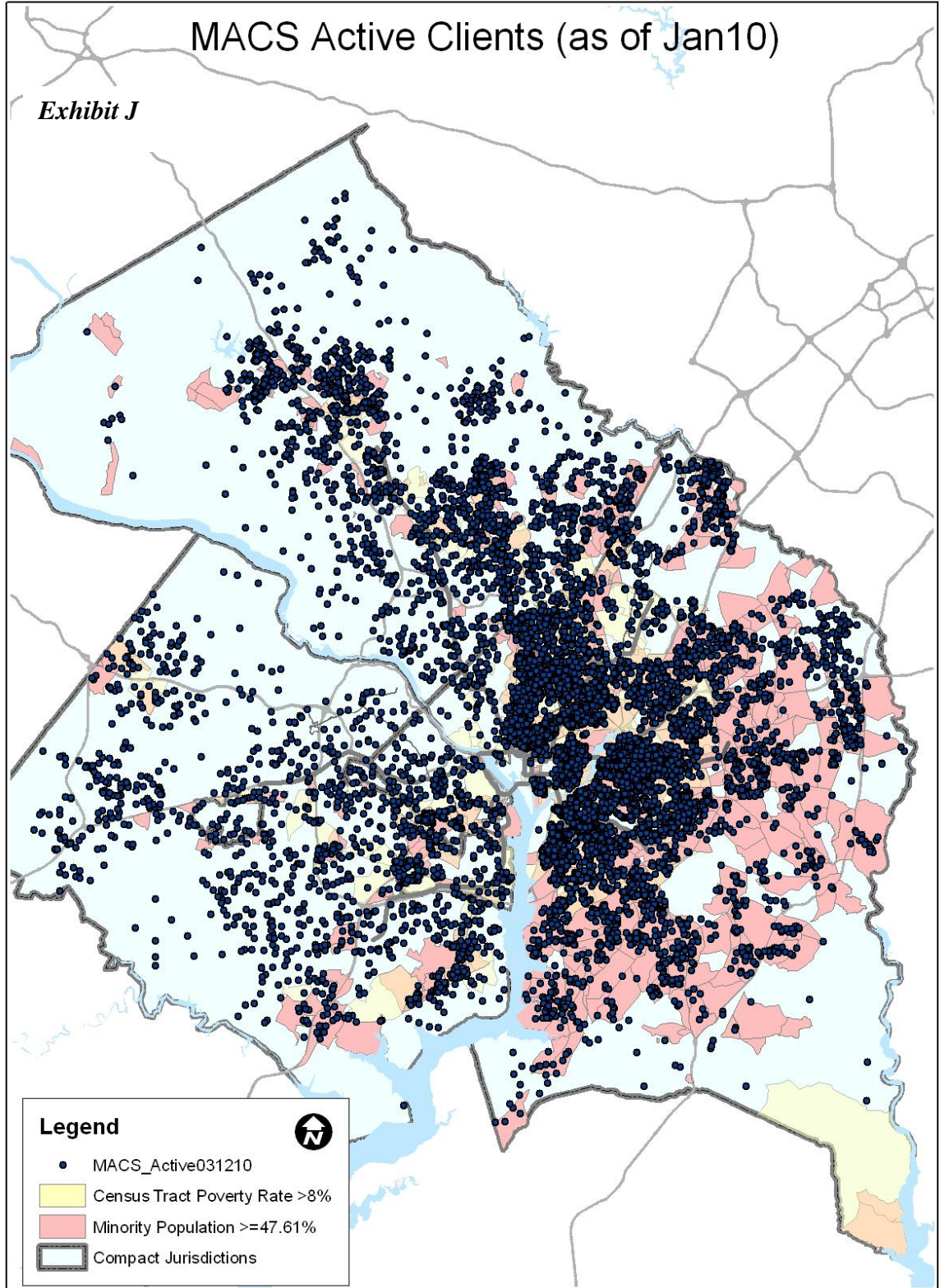
# WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES



# Exhibit J



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER  
FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES



# Exhibit K

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
**FARES, ROUTES, HOURS OF SERVICE, AND OTHER CHANGES**

*Exhibit K*

**OUTREACH TO ORGANIZATIONS THAT SERVE LIMITED ENGLISH PROFICIENT PERSONS**

The Notice of Public Hearing was translated into Spanish, Korean, Vietnamese, and Amharic. Copies were posted on WMATA's website and distributed to the organizations listed below:

**Virginia**

- Alexandria City Public Schools
- Arlington County Board of Supervisors
- Boat People SOS
- Business Development Assistance Group
- City of Alexandria
- City of Fairfax, Human Services
- City of Falls Church
- County of Fairfax, Virginia
- Ethiopian Community Development
- Fairfax County, Department of Transportation
- Hispanic Committee of Virginia
- Loudoun County Government
- Prince William County, Social Services
- Sudanese American Community Development Organization
- Tenants and Workers United
- Transit Services and Programs -- City of Alexandria
- Woodrow Wilson Library

**Maryland**

- African Immigrant and Refugee Foundation, Silver Spring, MD
- Beyond These Walls
- Caribbean Help Center
- CASA of Maryland
- Catholic Community Services
- Department of Public Works and Transportation
- Even Start Family Literacy
- International Rescue Committee
- Langley Park Community Center
- Montgomery County Refugee Training Center
- Office of Community Affairs Montgomery County
- PG Office of Community Relations
- Prince George's County Library, Hyattsville Branch

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**TITLE VI EQUITY EVALUATION OF PROPOSED ADJUSTMENTS TO PASSENGER**  
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**District of Columbia**

- African Immigrant and Refugee Foundation, Washington, DC
- African Resource Center
- Asian Pacific American Legal Resource Center
- Carlos Rosario International, DC
- Catholic Charities Headquarters
- CentroNia
- Columbia Heights Shaw Family Support Collaborative
- DC Learns
- DC Public Library, Mt. Pleasant Branch
- DDOT-Mass Transit Administration
- Latin American Youth Center
- Mary's Center
- Mayor's Office of Latino Affairs
- Metropolitan Council of Governments
- Mount Pleasant Neighborhood Library
- Multicultural Community Service
- Neighbor's Consejo
- Office of Asian and Pacific Islander Affairs
- Office of Human Rights, DC
- Office of Latino Affairs, DC