

## Possible Rail Service Reductions

### Summary of Impacts/Alternatives and Ridership/Capacity

	Item Description	Impact/Alternative	FY10 Subsidy Savings	Ridership/Capacity	Annual Cost Savings	Annual Revenue Loss	Annual Subsidy Savings	Rail Riders Lost																							
1	Weekend headways widened to every 15 minutes during the day on Saturday, 20 minutes on Sunday, and 30 minutes at night both Saturday and Sunday	The impact is longer waits and more crowded trains. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Saturday</th> <th colspan="2">Sunday</th> </tr> <tr> <th>Current</th> <th>Change</th> <th>Current</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Mid-day</td> <td>12</td> <td>15</td> <td>15</td> <td>20</td> </tr> <tr> <td>Early morn/evening</td> <td>15</td> <td>20</td> <td>15</td> <td>20</td> </tr> <tr> <td>Late night</td> <td>20</td> <td>30</td> <td>20</td> <td>30</td> </tr> </tbody> </table>	Saturday		Sunday		Current	Change	Current	Change	Mid-day	12	15	15	20	Early morn/evening	15	20	15	20	Late night	20	30	20	30	\$0.875	The anticipated ridership loss is 1% annually.	\$4.111	\$0.611	\$3.500	0.362
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2	Widen weekday headways to every 15 minutes midday and 30 minutes at night	The impact is longer waits and more crowded trains. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Weekdays</th> </tr> <tr> <th>Current</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Mid-day</td> <td>12</td> <td>15</td> </tr> <tr> <td>Late night</td> <td>20</td> <td>30</td> </tr> </tbody> </table>	Weekdays		Current	Change	Mid-day	12	15	Late night	20	30	\$1.107	The anticipated ridership loss is 1% annually.	\$5.440	\$1.011	\$4.429	0.599													
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3	Reduce service on holidays and holiday season	Reduce service on and around holidays to match ridership. Reduce eight-car trains to six-car trains and eliminate some peak trips.	\$0.035	The service is being reduced to match the reduced level of current ridership; therefore this is no assumed ridership loss.	\$0.143	\$0.000	\$0.143	0.000																							
4	Reduce weekday peak service by operating all six-car trains	This reduces the peak service by 7% (58 cars) creating more crowded trains, but still providing service for all riders.	\$0.672	Due to the capacity reductions no additional crowding; a 1% ridership loss is predicted annually.	\$6.228	\$3.540	\$2.688	1.278																							
5	Reduce weekday early morning service by widening headways between 6:00 am and 6:30 am from six to eight minutes	This eliminates one trip in each direction on each line, creating longer waits for riders.	\$0.114	The service is being reduced to match the reduced level of current ridership, therefore no assumed ridership loss.	\$0.457	\$0.000	\$0.457	0.000																							
6	Restructure peak service on Red Line - three-minute headways from Shady Grove to Silver Spring and six-minute from Silver Spring to Glenmont	The impact is longer waits and more crowded trains. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Current</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Shady Grove to Grosvenor</td> <td>5</td> <td>3</td> </tr> <tr> <td>Grosvenor to Silver Spring</td> <td>2.5</td> <td>3</td> </tr> <tr> <td>Silver Spring to Glenmont</td> <td>5</td> <td>6</td> </tr> </tbody> </table>		Current	Change	Shady Grove to Grosvenor	5	3	Grosvenor to Silver Spring	2.5	3	Silver Spring to Glenmont	5	6	\$0.090	Due to the increased ridership and slower travel times the Red Line is not meeting the scheduled operating times. This new pattern will provide a more reliable pattern and provides additional service to Shady Grove and White Flint. No assumed ridership loss.	\$0.361	\$0.000	\$0.361	0.000											
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7	Close additional mezzanines on weekends (10 stations with multiple mezzanines)	On weekends, close one mezzanine at 10 stations with multiple mezzanines. The mezzanines are: Anacostia North, Stadium Armory, New York Aveune South, Friendship Heights South, Shaw Howard U South, L'Enfant Plaza West, King Street North, Navy Yard East, U Street East, and Silver Spring North.	\$0.168	The stations remain open and have access by another mezzanine, therefore no assumed ridership loss.	\$0.673	\$0.000	\$0.673	0.000																							
8	Close five station entrances at 8:00 pm	These stations are: King Street North, Stadium Amory North, McPherson Square West, Shaw Howard U South and Friendship Heights South.	\$0.050	The stations remain open and have access by another mezzanine, therefore it is assumed no ridership loss will occur.	\$0.200	\$0.000	\$0.200	0.000																							
<b>Subtotal for changes not requiring a public hearing</b>			<b>\$3.111</b>		<b>\$17.613</b>	<b>\$5.162</b>	<b>\$12.451</b>	<b>2.239</b>																							