

STAFF REPORT
Public Hearings
on
Proposed Measures to
Bridge FY2010 Year-End Budget Deficit

28 January, 2010

Washington Metropolitan Area Transit Authority

Executive Summary

- A public hearing was conducted January 27, 2010 to solicit and obtain public comment on proposed measures to bridge the estimated \$40 million operating budget deficit Metro is facing at the end of Fiscal Year 2010.
- A total of 684 people provided input on the measures, either by testifying at a public hearing or submitting their comments in writing.
- Those providing comments were from the following jurisdictions:
 - o Maryland – 24%
 - o Virginia – 19%
 - o District of Columbia – 29%
 - o Unidentified – 28%
- The top comments related to items on the docket can be categorized as follows (Please note that the percentages will not total 100%, as people often commented on several different topics):
 - o Support for Option #1 – less than 1%
 - o Support for Option #2 – 1%
 - o Support for Option #3 – 3.5%
 - o Support for Option #4 – 21.2%
 - o General opposition to modifying service – 54.6%
 - o General support for increasing fares – 55.7%
 - o Increasing fares 5 or 10 cents – 5.1%
 - o Increasing fares above 10 cents – 6.3%
 - o Support for using Metro’s capital funds sparingly to close the gap – 18.2%
 - o Opposition to using any capital funds to close the gap – 6.2%
 - o Speculation that proposed modifications to service will cause people to abandon Metro – 17.5%
 - o Opposition to changing rail headways or shortening trains – 15.9%
 - o Opposition to reducing rail service hours – 17.8%
 - o Support for closing certain rail station mezzanines – 3%
 - o Opposition to closing certain rail station mezzanines – 8%
 - o Opposition to changing bus headways – 5%
 - o Opposition to reducing the number of bus stops – 2.6%

Introduction

The following report is a summary of the comments received by Washington Metropolitan Area Transit Authority staff and Board members at a public hearing covering measures proposed to bridge a \$40 million operating budget deficit for FY2010. In addition, this Staff Summary Report reflects written comments received at the public hearing, as well as those mailed, faxed or e-mailed to WMATA headquarters.

The purpose of the public hearing was twofold. First, the public hearing satisfied the requirements of Section 62 of the WMATA Compact and Federal Transit Administration statutes that require that a public hearing be held prior to implementing a fare increase or service reduction. Second, the hearing allowed Metro to solicit and obtain public comment regarding the measures and service adjustments proposed to balance the FY2010 operating budget.

The hearing was conducted on January 27, 2010 as Washington Metropolitan Area Transit Authority headquarters in downtown Washington D.C. The docket is available for review in Appendix A. The public was informed that any possible service reductions or fare increase would take effect on or about March 1 and only apply through June 30, which is the end of Metro's fiscal year 2010.

Formal notice of these hearings was made in The Washington Post. In addition, notice was posted on Metro's Web site and in Metro's buses and trains. Notice was also sent to area libraries in Virginia, Maryland and the District of Columbia.

Standard procedures were employed at the public hearing. Prior to the hearing, WMATA staff was available to respond to questions on the proposed measures, on the FY2010 budget, and on WMATA operations in general. Documents were available describing the reasons for the operating budget deficit and the measures proposed to balance that deficit. WMATA staff also offered a variety of service information to attendees prior to the start of the hearings during an "open house" period.

At the beginning of the hearing, the presiding Board member read a prepared statement outlining the public hearing process. Then, the WMATA General Manager, read a statement that provided an overview of the proposed measures and service adjustments. Following this, pre-registered speakers were called to the podium to offer testimony. Following the testimony of pre-registered speakers, the presiding Board member called upon speakers in the order that they registered at the hearing. Public officials were given five minutes to speak, all others were allowed three minutes to make their comments. Additionally, all attendees were informed that all testimony must be received by the close of the hearing on 27 January, 2010.

WMATA received comments, either through testimony at a public hearing or in writing, from 684 people. Of these, 88 people testified at public hearings, and the remaining 596 provided written comments. In reviewing the report, it is important to remember that a single speaker may have addressed several different topics.

It is important to note, that this report reflects only the comments of those who responded to the call for testimony. This is an analysis of qualitative data. The results should not be represented as an accurate gauge of the opinion of Metro customers in general.

Title VI Evaluation of Proposed Changes

Staff has done a preliminary Title VI analysis of all the service change and fare increase options. Upon approval of measures to close the budget gap by the Board, staff will finalize the analysis.

Public Comment on the FY2010 Fare Proposal

General information

Of the 684 people who responded to the call for public comment on the proposed measures, 24 percent of the respondents were from Maryland, 19 percent were from Virginia, 29 percent were from the District of Columbia, and 28 percent did not disclose where they lived.

The largest number of respondents, 55.7 percent, were in favor of increasing fares. Of those who supported increasing fares, 22 percent were from Virginia, 25 percent were from Maryland, 28 percent were from the District of Columbia, and 25 percent did not disclose where they lived.

The second largest number of respondents, 54.6 percent, were in opposition to service adjustments. Of those who opposed service adjustments, 31 percent were from Maryland, 20 percent were from Virginia, 31 percent were from the District of Columbia and 18 percent did not disclose where they lived.

In regard to using capital funds to help close the operating budget gap, 18.2 percent supported limited capital borrowing, while 6.2 percent opposed using any capital money. Some respondents, 5 percent, said that they would support a fare increase of five or 10 cents, while 6 percent said they would support an increase greater than 10 cents.

Proposed Option 4 received the greatest direct support, 21 percent. Option 3 received support from 3.5 percent of respondents. Option 2 received support from 1 percent, and Option 1 received support from less than 1 percent.

There was specific opposition to several of the proposed service modifications. For example, 15.9 percent of those commenting opposed modifications to rail headways or the length of trains, 17.8 percent opposed reduced rail service hours, and 8 percent opposed closing some mezzanines.

Five percent of those commenting opposed modifications to bus headways and 2.6 percent opposed reducing the number of bus stops.

Customer opinions on the docket items

The comments received on topics directly related to the docket can be broken down into several categories. Those are:

- (Please note that the percentages will not total 100%, as people often commented on several different topics):
 - o Support for Option #1 – less than 1%
 - o Support for Option #2 – 1%
 - o Support for Option #3 – 3.5%
 - o Support for Option #4 – 21.2%
 - o General opposition to modifying service – 54.6%
 - o General support for increasing fares – 55.7%
 - o Increasing fares 5 or 10 cents – 5.1%
 - o Increasing fares above 10 cents – 6.3%
 - o Support for using Metro’s capital funds sparingly to close the gap – 18.2%
 - o Opposition to using any capital funds to close the gap – 6.2%
 - o Speculation that proposed modifications to service will cause people to abandon Metro – 17.5%
 - o Opposition to changing rail headways or shortening trains – 15.9%
 - o Opposition to reducing rail service hours – 17.8%
 - o Support for closing certain rail station mezzanines – 3%
 - o Opposition to closing certain rail station mezzanines – 8%
 - o Opposition to changing bus headways – 5%
 - o Opposition to reducing the number of bus stops – 2.6%

Customer opinions/concerns/suggestions not directly related to docket items

There were a number of opinions/concerns/suggestions that were not directly related to the docket, and many of those are highlighted below:

- Institute special event pricing
- Institute higher fares on airport express buses
- Increase the hours of peak charges for late night weekend rail service
- Increase bus fares
- Increase the cost of passes
- Expand vending opportunities in rail stations
- Institute fees for weekend parking
- Institute a surcharge for Fairfax Connector use
- Increase fares by a fixed percentage rather than institute a surcharge of 5 or 10 cents
- Institute a national tax to support Metro

- Charge the same fares for both off-peak and peak service
- Increase revenue through fines on passengers
- Charge higher fees at high occupancy parking lots
- Institute a surcharge on paper farecards
- Charge for access to Metro restroom facilities
- Support for increased subsidy from federal and local government
- Support for increasing Metro Access fares
- Support for more expense cuts by Metro
- Displeasure at the current level/quality of service
- Satisfaction with the current level/quality of service
- Calls to improve service before considering fare increases
- Support for a flat fare and frequent user discounts
- Support for providing government assistance to low income riders
- Increase revenue from advertising and pursue deals in which corporations pay for naming rights of stations
- Turn off the heating and cooling systems in underground stations
- Reduce employee wages and benefits
- Organize a “No Public Transit Day” in which transit is not provided, in order to highlight the need for government and taxpayer support of the enterprise
- Institute a shuttle train during peak periods between Farragut North and New York Avenue on the Red Line
- Institute a surcharge on high-use stations at peak times
- Institute congestion pricing
- Develop bus priority corridor networks

APPENDIX A: DOCKET B10-1



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 Funding for Parts
and the Preventive Maintenance Program
Docket B10-1

Purpose

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

Hearing No. 547
Wed., January 27, 2010
5:30 p.m.
Metro Headquarters
600 Fifth Street, NW
Washington, D.C. 20001

The hearing is scheduled to begin at 5:30 p.m. An Open House will be conducted prior to the hearing at 5 p.m.

The location of this public hearing is wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, 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.





Docket B10-1

Summary:

Metro is experiencing a shortfall in its current operating budget (FY10) of approximately \$40.1 million. As a result, the agency needs to take actions now, and Metro staff is offering some proposals for the public and the Metro Board of Directors to consider. In the interest of transparency and with a desire to solicit as much public input as possible, all of the proposed changes will be described to the public in order to encourage the broadest possible dialogue.

The attachment to this document contains all of the details of the proposed changes in bus service, rail service, as well as fares and passes for bus and rail. This entire document is called the “docket.” The docket includes a very broad range of actions that could possibly be taken. This list of revenue-generating and cost-savings measures actually exceeds Metro’s need. Given that, Metro does not anticipate that all of the actions listed in this document will be enacted. Rather, after receiving public input, Metro’s Board of Directors may or may not choose to enact some, all or none of these proposals. Public comments are critical to informing the Board’s decision.

Metro has already taken (or is considering taking) steps to address the \$40.1 million deficit for this year:

\$40.1 million (Total deficit)

- 6.0 million (Use insurance settlement monies)

\$34.1M

- 2.2M (Reduce staffing levels)

\$31.9M

- 0.2M (Adjust call center hours to meet demand)

-

\$31.7M

- 5.6M (Use reserve fund)

\$ 26.1M

- 10.0M (Pay for preventative maintenance with stimulus \$\$ not operating \$\$)

\$16.1 M

- \$0.1 M (Reduce hours of sales office)

\$ 16.0M

Even if we take all these actions, we still need to find \$16M to close the budget gap.

Options for closing the existing FY10 budget gap (\$M)

Public comment is requested

Options	One	Two	Three	Four
Actions in Progress				
Insurance settlement	6.0	6.0	6.0	6.0
Reduce staff	2.2	2.2	2.2	2.2
Adjust hours of call center	0.2	0.2	0.2	0.2
Use Reserve Funds	5.6	5.6	5.6	5.6
Use one-time stimulus (ARRA) funds (Preventive maintenance)	10.0	10.0	10.0	10.0
Reduce hrs sales office	0.1	0.1	0.1	0.1
<u>Subtotal</u>	24.1	24.1	24.1	24.1
Proposed Additional Actions				
Capitalize parts/Preventative maintenance	12.0	16.0	11.2	6.4
Increase all fares by 5¢ and all passes the equivalent of 5¢			4.8	
Increase all fares by 10¢ and all passes the equivalent of 10¢				9.6
Reduce bus and rail service	4.0			
<u>Subtotal</u>	<u>16.0</u>	<u>16.0</u>	<u>16.0</u>	<u>16.0</u>
TOTAL	40.1	40.1	40.1	40.1

Description of Terms:

There are a number of tools that we can use to close the estimated \$40.1 million budget gap. Some of the tools are underway or are under strong consideration. They total \$24.1 million and include:

1. **Insurance settlement (\$6.0M).** Metro expects to receive \$6.0 million from an insurance settlement. This money can be applied to Metro's budget and can help reduce the size of the deficit to offset costs incurred because of the accident.
2. **Reduce administrative staff (\$2.2M).** Metro is proposing cutting staff and other expenditures in order to address the \$40.1M gap. No operations or safety personnel are expected to be part of this reduction in force.
3. **Adjust hours of call center to meet demand (\$0.2M).** Metro's call center is currently staffed with employees during periods of high and low demand. This action would reduce the number of staff who are working in the call center during periods of low demand and the hours of the call center.
4. **Reserve fund (\$5.6M).** The reserve fund contains money that is set aside for unanticipated events, similar to a "rainy day fund."
5. **Use stimulus funding (\$10.0M)** When Metro solicited proposals for stimulus projects, several bids were lower than expected. As a result there is \$10 million in stimulus funding that may be available, but only with FTA approval.
6. **Reduce hours of sales office (\$0.1M).** Metro's sales office is currently staffed with employees during periods of high and low demand. This action would reduce the number of staff who are working in the sales office during periods of low demand and the hours of the sales office.

The implementation of all of these actions would reduce the size of the budget shortfall to \$16.0 million. Closing the \$16.0 million gap could involve one, all, or none of the tools listed below:

- 1. Capitalize parts/preventive maintenance** (\$6.4M to \$16.0M from FY10 capital budget).
The FY10 capital (not operating) budget currently contains federal formula funding for buying new buses. If that funding (up to \$16M) is moved from the bus program to capitalize parts/preventive maintenance instead, then several things will occur: the buses will come in next year and the next capital project that is ready to be undertaken, a four-year renovation of three rail yards, will be delayed. The effect of the rail yard delay will mean that a scheduled upgrade and refurbishment of the Alexandria Rail Yard will be delayed one year, from FY11 to FY12. The Metro Matters Rail Yard Rehabilitation contract designed to upgrade and refurbish three yards – Alexandria, New Carrollton and Brentwood. The four-year project will be delayed one year from FY11 to FY12. Alexandria Yard work will be done first, New Carrollton second and Brentwood last. These yards were put into service between 1976 and 1983, and are 26 to 33 years old.

The planned work at Alexandria Yard for the first year includes:

1. Air compressors that have exceeded their 10-year life cycle – last replaced in Nov. 1999;
2. Engine exhaust system that has exceeded its 10-year life cycle – last replaced in Nov; 1999.
3. Rehabilitating wear surfaces including interior/exterior walls, floors, stairs and ceilings.
4. Renovating bathrooms;
5. Upgrading rail car hoists and turntables;
6. Replacing building ventilation system;
7. Improving lighting in maintenance bays;
8. Providing fork lift access to maintenance bay;
9. Installing degreasing system; and
10. Rebuilding turntables.

The impact in delaying will be the risk of failing once it has reached its lifecycle or scheduled rehabilitation. If it fails then we will have to repair it under an emergency situation. If the air compressors fail, they will make it more difficult to make repairs of railcars since certain tools and functions are dependent on the air compressors. While renovating bathrooms and floors has no negative impact on service, the engine exhaust system is associated with repairing non-revenue vehicles.

2. **Raise fares (surcharge) by \$0.05** (described in the last several pages of the docket)
3. **Raise fares (surcharge) by \$0.10** (described in the last several pages of the docket)
4. **Reduce service** (described after the section “How to Speak at the Public Hearing”)

In order to more easily understand the issues and gauge preferences, we have grouped certain actions together. Nevertheless, it is important to note that these four are not the Board’s only choices. The Board may accept or reject all or any part of any option.

Option 1: Cut service; and capitalize parts/preventive maintenance; no fare increase.

Reduce service on Metrobus and Metrorail, including reducing operating hours, closing certain entrances. Take \$12M money from the current FY10 capital budget to pay for parts that are needed to keep the bus and rail system in good working order. The FY10 capital funds are those that Metro, like other transit properties, receives through a federal formula. Metro had intended to use those funds for the purchase of buses, though a portion of the bus delivery has been delayed until September 2011.

Consequences: Longer waits for trains and buses, some entrances closed, and other passenger impacts. The capital budget would need \$12M more next year to account for the resulting shortfall that would delay a rail yard rehabilitation project by one year.

Option 2: Capitalize parts/preventive maintenance, no service cuts, no fare increase.

Take \$16M from the capital budget to pay for parts that are needed to keep the bus and rail system in good working order.

Consequences: Capital budget would require \$16M more next year to account for a shortfall that would delay a rail yard rehabilitation by one year.

Option 3: Increase fares by 5¢ and passes the equivalent of 5¢; capitalize parts/preventive maintenance (a lesser amount than Option 2); no service cuts. Increase the cost of fares by 5¢ across the board and increase all passes by the equivalent of 5¢. Take \$11.2M from the capital budget to pay for parts that are needed to keep the bus and rail system in good working order.

Consequences: Customers would pay more for riding trains, buses and paratransit. Capital budget would require \$11.2M more next year to account for a shortfall that would delay a rail yard rehabilitation project by one year.

Option 4: Increase fares by 10¢ and passes the equivalent of 10¢; capitalize some parts; no service cuts. Increase the cost of fares by 10¢ across the board and increase all passes by the equivalent of 10¢. Take \$6.4M from the capital budget to pay for parts that are needed to keep the bus and rail system in good working order.

Consequences: Customers would pay more for riding trains, buses and paratransit. Capital budget would require \$6.4M next year to account for a shortfall that would delay a rail rehabilitation project by one year.

How to Submit Written Comments

The public is encouraged to provide comments on these four options, as well as any other combination of actions that are described in the attachment. Written comments may be submitted online at www.wmata.com, by e-mail to public-hearing-testimony@wmata.com, or in writing to the Office of the Secretary, WMATA, 600 Fifth Street, NW, Washington, D.C. 20001. All comments must be received by the close of the hearing on Wednesday, January 27, 2010. Please reference the Hearing and/or Docket Number shown on the front of this document in your submission.

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 this public hearing are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, to Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, requests to speak may be faxed to 202-962-1133 or e-mailed to public-hearing-testimony@wmata.com. 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 three minutes each. Relinquishing of time by one speaker to another will not be permitted.

METRORAIL PROPOSED SERVICE REDUCTIONS

Headway Widening - Off-peak and Weekends

PROPOSAL: On weekends and on weekdays during the off-peak periods, make minor headway widening as described below:

Saturday	Headway Present/Proposed (Minutes)			
Line	7-10am	10am-6pm	6-9:30pm	9:30pm-3am
Red				
Shady Grove-Glenmont	12/15	12/15	15/20	15/20
Shady Grove-Silver Spring	0	12/15	15/20	-
Blue				
Fra/Spring.-Largo	15/20	12/15	15/20	20/30
Orange				
Vienna-Largo	15/20	12/15	15/20	20/30
Yellow				
Huntington-Ft Totten	15/20	12/15	15/20	20/30
Green				
Greenbelt-Branch	15/20	12/15	15/20	20/30

Sunday	Present			
Line	7-10am	10am-6pm	6-9:30pm	9:30pm-3am
Red				
Shady Grove-Glenmont	12/15	15/20	15/20	15/20
Shady Grove-Silver Spring	0	15/20	15/20	-
Blue				
Fra/Spring.-Largo	15/20	15/20	15/20	20/30
Orange				
Vienna-Largo	15/20	15/20	15/20	20/30
Yellow				
Huntington-Ft Totten	15/20	15/20	15/20	20/30
Green				
Greenbelt-Branch	15/20	15/20	15/20	20/30

Impacts: All trains will continue to operate, customers will have slightly longer waits for trains and trains will be more crowded.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$1.982 million.

Reduce Service on Holiday and During the Holiday Season

PROPOSAL: Because the ridership declines on holidays this proposal makes minor reductions on Martin Luther King Jr, Presidents, Columbus and Veterans' Day. In addition, around the Christmas/New Year's holidays, minor reductions will also be made. These reductions include shorter train length and operating some fewer trains. There would be no change to the times the system opens.

Impacts: Some capacity will be reduced slightly and some customers will have slightly longer waits for trains. It is anticipated that there will not be overcrowding as ridership is reduced during these times.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.036 million.

Reduce Peak Period Capacity, to Respond to Drop in Ridership, By Reducing the 8-Car Trains to 6-Car Trains

PROPOSAL: Reduce Weekday Peak service by Operating all 6-car trains; no 8-car trains (reduces peak pull out by 58 cars)
Currently, there are 29 8-car trains operated during the peak period: 10 on the Red Line, 10 on the Green Line and 9 on the Orange. The trains will still operate but they will be 6-car trains.

Impacts: All trains will continue to operate, but capacity will be reduced slightly. Customers will have slightly longer waits for trains and trains will be more crowded.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.672 million.

Reduce Weekday Early Morning Service On All Lines

PROPOSAL: Reduce weekday train service between 6:00 a.m. and 6:30 a.m. by widening the headways from every 6 minutes to every 8 minutes.

Impacts: Capacity will be reduced slightly to reflect the lower ridership during this time period. Customers will have slightly longer waits for trains.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.114 million.

Resturcture the Red Line Service to Improve Reliability

PROPOSAL: To improve reliability on the Red Line and to correct the running time problem on the line the proposal is to slightly restructure peak service on the Red Line. During the weekday peak periods the proposed service will operate every 3 minutes between Grosvenor to Silver Spring and operate every 6 minutes between Shady Grove and Grosvenor and between Silver Spring and Glenmont.

Impacts: Capacity will be reduced slightly to reflect the lower ridership during this time period. Customers will have slightly longer waits for trains.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be between \$0.090 and \$0.340 million.

Close Additional Mezzanines on Weekends

PROPOSAL: On Saturday and Sunday close additional mezzanine entrances while keeping the station open through other station entrances. Currently, this is done at 4 stations; Farragut North, Farragut West, Judiciary Square, and L'Enfant Plaza. This proposal would close the following mezzanines: Anacostia North, Stadium Armory North, New York Ave South, Friendship Hts. South, Shaw Howard U. South, L'Enfant Plaza West, King St North, Navy Yard West, U Street East, and Silver Spring North.

Impacts: The stations will remain open but one of the entrances will be closed resulting in patrons having to walk up to an additional 2-3 blocks for access to Metrorail.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.168 million.

Close Selected Mezzanines Early

PROPOSAL: Close 5 stations entrances daily at 8 pm: King St. North, Stadium Armory North, McPherson Sq. West, Shaw Howard U. South, and Friendship Hts. South.

Impacts: The stations will remain open but one of the entrances will be closed resulting in patrons having to walk up to an additional 2-3 blocks for access to Metrorail.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.050 million.

Possible Changes in Span

PROPOSAL: Delay the opening of the rail system on Saturday and Sunday by one hour, from 7:00 a.m. to 8:00 a.m.

Impacts: The system will open one hour later. The system will revert back to the opening times prior to 2003.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.154 million.

PROPOSAL: Delay the opening of the rail system on weekdays by 30 minutes from 5:00 a.m. to 5:30 a.m.

Impacts: The first trains will start at the terminal at 5:00 a.m. and arrive downtown approximately 30 minutes later. The system will revert back to the opening times prior to 2003.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be \$0.198 million.

PROPOSAL: Close the system one hour earlier, from midnight to 11:00pm.on Sunday through Thursday and from 3:00 a.m. to 2:00 a.m. on Friday and Saturday

Impacts: This option would reduce the late service for the rail system and force riders to travel earlier or find alternatives.

Subsidy Savings: The subsidy savings for the headway widening for FY10 is projected to be between \$0.561 and \$1.006 million.

Docket B10-1

Summary of Headway and Trip Adjustments
Proposed FY 2010 Service Changes

Item	Line	Line Name	State	Action	CHANGE	DAY
1	62	Takoma-Petworth Line	DC	WH	Off-peak headway widening from 15 to 22 minutes	WK
2	64	Fort Totten-Petworth Line	DC	WH	Off-peak headway widening from 20 to 24 minutes off-peak, 22 to 30 minutes Saturday	WKSA
3	70	Georgia Avenue-7th Street Line	DC	WH	Peak period headway widening from 10 to 12 minutes	WK
4	80	North Capitol Street Line	DC	WH	Peak period headway widening from 8 to 10 minutes AM peak only	WK
5	94	Stanton Road Line	DC	WH	Widen AM peak period headway from 12 to 18 minutes, PM peak from 11 to 16 minutes	WK
6	52,53,54	14th Street Line	DC	WH	Peak period headway widening from 4 to 5 minutes	WK
7	B8	Fort Lincoln Shuttle Line	DC	WH	Peak period headway widening from 10 to 14 minutes AM peak, 13 to 18 minutes PM peak	WK
8	G2	P Street-LeDroit Park Line	DC	WH	Peak period, Saturday and Sunday headway widening from 10 to 11 minutes AM peak, 15 to 18 minutes PM peak, 30 to 40 minutes weekends	WK
9	G8	Rhode Island Avenue Line	DC	WH	Peak period headway widening from 8 to 10 minutes AM peak only	WK
10	H6	Brookland-Fort Lincoln Line	DC	WH	Off-peak headway widening from 15 to 20 minutes	WK
11	H8	Park Road-Brookland Line	DC	WH	Peak period headway widening from 9 to 11 minutes AM peak, 12 to 14 minutes PM peak	WK
12	L1,2	Connecticut Ave Line	DC	WH	Peak period headway widening from 7 to 9 minutes AM peak, 5 to 6 minutes PM peak	WK
13	N6	Massachusetts Ave Line	DC	WH	Saturday headway widening from 24 to 30 minutes	SA
14	P6	Anacostia-Eckington Line	DC	WH	Peak period headway widening from 15 to 20 minutes	WK
15	W2,3	United Medical Center-Anacostia Line	DC	WH	Saturday and Sunday headway widening from 30 to 40 minutes	SASU
16	B24	Bowie-Belair Line	MD	R	Eliminate trip leaving Bowie P&R for New Carrollton Sta. at 7:54 PM.	WSa
17	C11	Clinton Line	MD	R	Eliminate trip leaving Branch Ave. Sta. for Clinton at 7:15 PM.	WKSASU
18	C22,C26	Central Avenue Line	MD	R	Eliminate last inbound C22 and last outbound C26 trips.	WK
19	C4	Greenbelt-Twinbrook Line	MD	R	Change trip leaving Twinbrook Sta. for P. G. Plaza Sta. at 12:49 AM to Friday only.	WK
20	D12,D14	Oxon Hill-Suitland Line	MD	R	Eliminate 3 early and 1 late trips.	WK
21	F13	Cheverly-Washington Business Park Line	MD	R	Eliminate trip leaving New Carrollton Sta. for Washington Business Park at 7:57 PM.	WKSASU
22	F2	Chillum Road Line	MD	R	Eliminate 1 early and 1 late trip.	WKSASU
23	J11,12	Marlboro Pike Line	MD	WH	Widen rush by 7-9 minutes to save a bus. Eliminate 4 late trips.	WK
24	J4	College Park-Bethesda Line	MD	R	Eliminate trip leaving College Park Sta. for Bethesda Sta. at 6:37 PM.	WK
25	K6	New Hampshire Ave-Maryland Line	MD	R	Convert 2 late trips to Friday only. Eliminate 2 late trips.	WK
26	P12	Eastover-Addison Road Line	MD	R	Eliminate trip leaving Eastover for Addison Rd. Sta. at 12:10 AM.	WK
27	R2	Riggs Road Line	MD	R	Eliminate 2 early trips.	SASU
28	R4	Queens Chapel Road Line	MD	R	Eliminate 3 early trips and 2 late trips.	WKSASU
29	T2	River Road Line	MD	R	Eliminate trip leaving Friendship Hts. Sta. for Rockville Sta. at 10:51 PM.	WK
30	V12	District Heights-Suitland Line	MD	R	Eliminate 1 early and 1 late trip.	WKSU
31	16G-W	Columbia Heights West - Pentagon City Line	VA	WH	Widen 16G headways to 15 minutes peak, 30 minutes off-peak	WKSA
32	16G-W	Columbia Heights West - Pentagon City Line	VA	WH	Widen 16G headway to 30 minutes	SU

Legend: WH-Widen Headways; R-Reduce Trips;
WK-Weekday; SA-Saturday; SU-Sunday

METROBUS LINE RATIONALIZATION

14TH STREET LINE, ROUTES 52, 53, 54

SERVICE AREA: Takoma Station, Walter Reed Army Medical Center, 14th Street & Colorado Avenue NW, Columbia Heights, Reeves Center, McPherson Square, Metro Center, Archives, L'Enfant Plaza.

PROPOSAL: On weekdays between 9 a.m. and 3 p.m. and on Saturdays between 2 p.m. and 6 p.m., the alternating pattern of Route 52 and 54 trips will be changed to an alternating pattern of Route 52, 53, and 54 trips. There will be no change in the frequency of service between Takoma Station and McPherson Square. Between McPherson Square and L'Enfant Plaza, the frequency of service on Routes 52 and 54 will be changed from every 15 minutes on each route to every 20-24 minutes on each route.

REASON FOR CHANGE: Low ridership and poor productivity south of McPherson Square.

ALTERNATIVE SERVICE AVAILABLE: All stops will continue to be served, but customers using stops between McPherson Square and L'Enfant Plaza will have a longer wait for a bus.

METROBUS LINE RATIONALIZATION

NORTH CAPITOL STREET LINE, ROUTE 80

SERVICE AREA: Fort Totten Station, Providence Hospital, Brookland, Catholic University, Government Printing Office, Gallery Place-Chinatown Station, McPherson Square, Farragut Square, State Department, Kennedy Center.

PROPOSAL: On weekdays between 8 a.m. and 7 p.m., every other trip will be shortened to operate between Fort Totten Station and McPherson Square. There will be no change in the frequency of service between Fort Totten and McPherson Square. Between McPherson Square and Kennedy Center, the frequency of service will be changed from every 10-15 minutes to every 20-30 minutes.

REASON FOR CHANGE: Low ridership and poor productivity west of McPherson Square.

ALTERNATIVE SERVICE AVAILABLE: All stops will continue to be served, but customers using stops between McPherson Square and Kennedy Center will have a longer wait for a bus.

METROBUS LINE RATIONALIZATION

MASSACHUSETTS AVENUE LINE, ROUTES N2, N4, N6

SERVICE AREA: Friendship Heights Station, Tenleytown-AU Station, American University Park, Spring Valley, American University, Wesley Heights, Berkshire Apartments, Massachusetts Avenue Heights, Dupont Circle, Farragut Square

PROPOSAL: On weekdays between 9 a.m. and 4 p.m., Routes N2 and N4 will be discontinued and replaced by Route N6 trips between Friendship Heights and Farragut Square at a frequency of every 20-22 minutes.

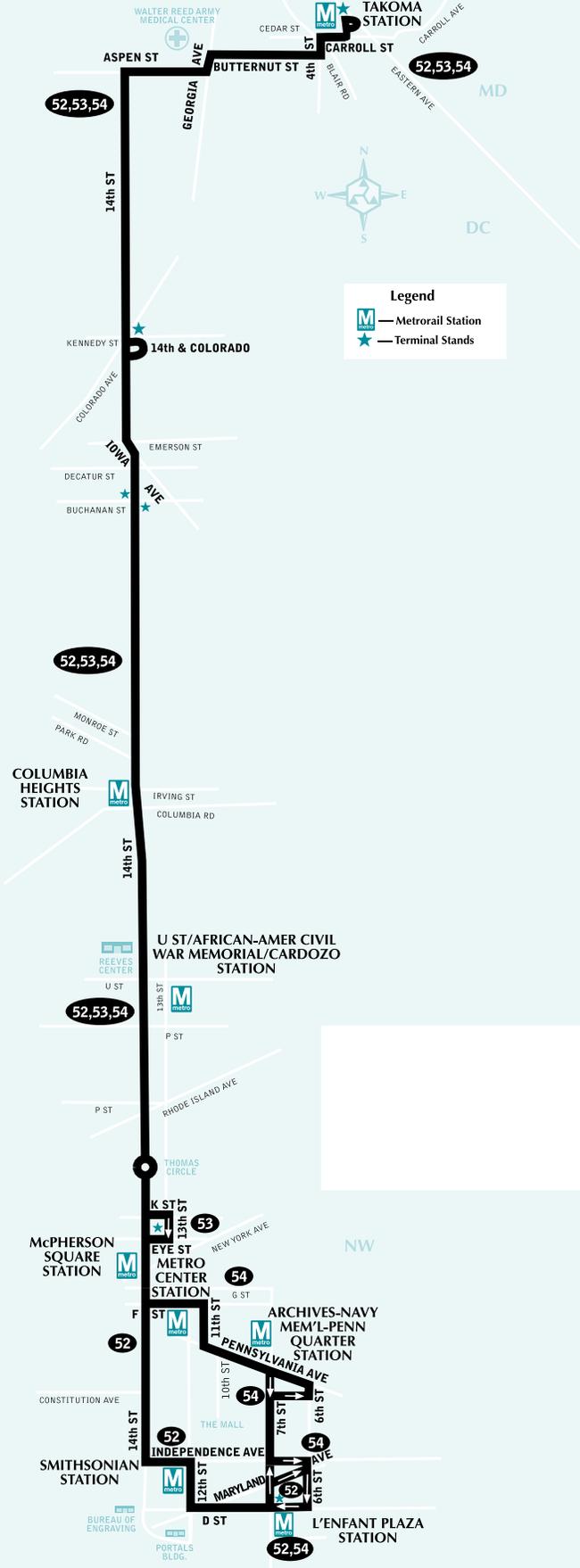
REASON FOR CHANGE: Low ridership and poor productivity

ALTERNATIVE SERVICE AVAILABLE: All N2 and N4 stops will continue to be served by N6 with two exceptions.

1. On Cathedral and New Mexico Avenues, eastbound N6 trips will serve stops on the opposite side of the street from eastbound N2 stops.
2. N2 stops on Wisconsin and Nebraska Avenues will not be served by N6. Alternative service is available on Wisconsin Avenue on Routes 31, 32, 36. Alternative service is available on Nebraska Avenue on Route M4.

14th Street Line

Routes 52, 53, 54



North Capitol Street Line

Route 80

Legend

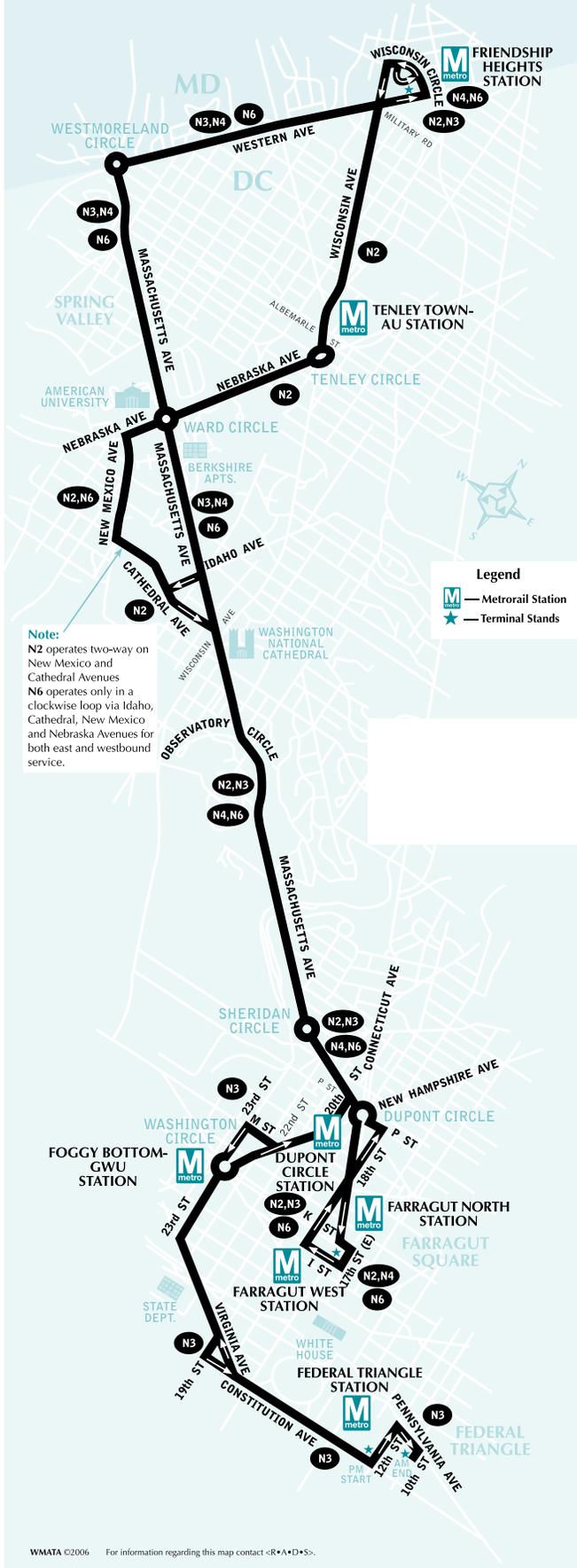
-  — Metrorail Station
-  — Terminal Stands



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Massachusetts Avenue Line

Routes N2,3,4,6



METROBUS LINE RATIONALIZATION

BETHESDA-SILVER SPRING LINE, ROUTES J1, J2, J3

SERVICE AREA: Silver Spring Station, East-West Highway, Jones Bridge Road (J1), Bethesda (J2, J3), Medical Center Station, Old Georgetown Road, Democracy Boulevard, Rock Spring Park (J1, J3), Montgomery Mall.

PROPOSAL: Reduce average rush hour frequency of service between Montgomery Mall and Medical Center Station (Routes J1, J2, J3) and make minor adjustments to the frequency of rush hour service between Silver Spring Station and Medical Center Station via Bethesda (J2, J3). Reduce the combined J1, J2, J3 service between Medical Center and Montgomery Mall from about every 6 minutes to about every 10 minutes. For Route J1 east of Medical Center discontinue the existing short trips leaving Medical Center for Silver Spring at 6:03 AM and the trips leaving Silver Spring for Medical Center at 9:00 AM and at 5:46 PM.

There are no changes proposed in non-rush service frequency during weekday non-rush periods or on Saturday or Sunday except to individual trips as noted elsewhere.

REASON FOR PROPOSAL: This proposal would retain buses between Silver Spring and Medical Center via Bethesda where they are needed and reduces the cost of service between Medical Center and Montgomery Mall, where scheduled service is more than what is needed to carry riders comfortably and meet policies for service frequency.

ALTERNATIVE SERVICE AVAILABLE: All stops will continue to be served, but customers using stops between Medical Center Station and Montgomery Mall may have a longer wait for a bus.

Bethesda-Silver Spring Line

Routes J1, J2, J3

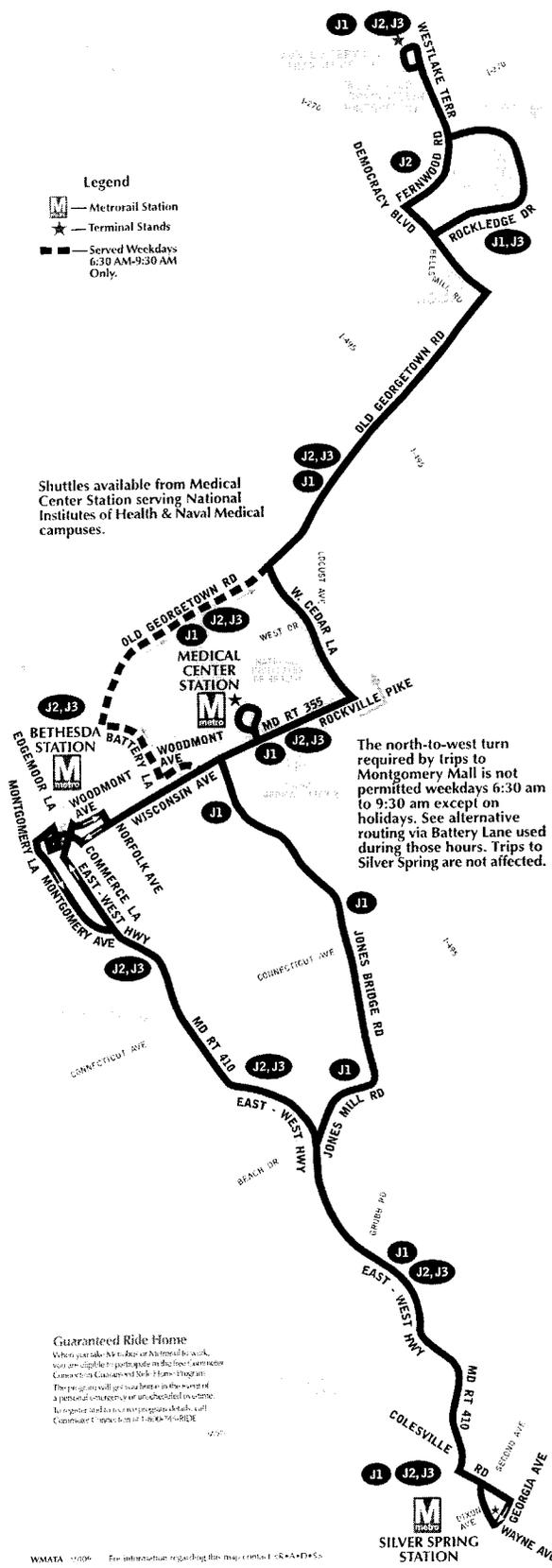
For route and schedule information
 Call 202-637-7000
www.metroopendoors.com

- Legend**
- Metrorail Station
 - Terminal Stands
 - Served Weekdays 6:30 AM-9:30 AM Only

Shuttles available from Medical Center Station serving National Institutes of Health & Naval Medical campuses.

The north-to-west turn required by trips to Montgomery Mall is not permitted weekdays 6:30 am to 9:30 am except on holidays. See alternative routing via Battery Lane used during those hours. Trips to Silver Spring are not affected.

Guaranteed Ride Home
 When you take a Metrobus or Metrorail to work, you are eligible to participate in the free Guaranteed Ride Home program.
 The program will get you home in the event of a personal emergency or an unexpected overtime. To register for this program, call Metro's Customer Service at 202-637-7000.



REDUCE AVERAGE RUSH HOUR FREQUENCY BETWEEN MONTGOMERY MALL AND MEDICAL CENTER STATION (J1, J2, J3) FROM EVERY 6 MINUTES TO EVERY 10 MINUTES

MAKE MINOR ADJUSTMENTS IN RUSH HOUR FREQUENCY BETWEEN MEDICAL CENTER STATION AND SILVER SPRING STATION VIA BETHESDA (J2, J3).

NO CHANGE NON-RUSH ON WEEKDAYS, ON SATURDAY, OR ON SUNDAY EXCEPT TO INDIVIDUAL TRIPS AS NOTED ELSEWHERE.

WMATA 1/1/09 For information regarding this map, contact (301) 857-5151

METROBUS LINE RATIONALIZATION

COLUMBIA PIKE LINE, ROUTES 16A,B,D,E,F,J,P

SERVICE AREA: Annandale, Culmore, Baileys Crossroads, Navy Annex, Pentagon City Station, Pentagon Station

PROPOSAL: Weekday: Reroute midday and evening service (9 a.m. to 3 p.m. and 7 p.m. to 11 p.m.) via Pentagon City Station and adjust trip times to provide a combined 10 minute frequency of service with Route 16G along Columbia Pike between Navy Annex and Baileys Crossroads. Current 16A, 16D and 16J midday and evening trips would be renamed as 16M, 16C and 16P to indicate the diversion through Pentagon City station.

There would be no change to a.m. and p.m. peak routes, frequencies of service or route designations. 16E late evening service via Pentagon City would not change.

Saturday: Reroute all service via Pentagon City station and adjust trip times to provide a combined 10 minute frequency of service with Route 16G along Columbia Pike between Navy Annex and Baileys Crossroads. Current 16B and 16J trips would be renamed 16E and 16P to indicate the diversion via Pentagon City station. 16E late evening service via Pentagon City would not change.

Sunday: Reroute all service via Pentagon City station and adjust trip times to provide a combined 15 minute frequency of service with Route 16G along Columbia Pike between Navy Annex and Baileys Crossroads. Current 16B trips would be renamed 16E to indicate the diversion via Pentagon City station (16P currently operates via Pentagon City on Sundays). 16E late evening service via Pentagon City would not change.

REASON FOR PROPOSAL: Improves service to Pentagon City, a major shopping destination, during weekday midday/evening hours and on weekends by replacing Route 16G trips, which are proposed to be reduced to every 30 minutes during these hours.

ALTERNATIVE SERVICE AVAILABLE: All existing stops would continue to be served, with the addition of Pentagon City station on all trips during weekday midday and evening hours and on weekends.

METROBUS LINE RATIONALIZATION

COLUMBIA HEIGHTS WEST - PENTAGON CITY LINE, ROUTES 16G,H,K,W

SERVICE AREA: Columbia Heights West, Baileys Crossroads, Skyline City, Barcroft, Navy Annex, Pentagon City Station, Pentagon Station, Crystal City Station

PROPOSAL: Restructure line and adjust frequencies of service as follows:

Route 16G

Weekday:

(A) Adjust frequency of a.m. and p.m. peak service (5:30-9 a.m. and 3:30-7 p.m.) from 12 to 15 minutes

(B) Extend midday and evening service to Pentagon Station via Pentagon City Station

(C) Adjust frequency of midday and evening service (9 a.m. to 3:30 p.m. and 7 to 11 p.m.) from 15 to 30 minutes, and adjust trip times to provide a combined 10 minute frequency of service with Routes 16A-P along Columbia Pike between Navy Annex and Baileys Crossroads

Saturday:

(A) Extend service to Pentagon Station via Pentagon City Station

(B) Adjust frequency of service from 15 to 30 minutes, and adjust trip times to provide a combined 10 minute frequency of service with Routes 16E,P along Columbia Pike between Navy Annex and Baileys Crossroads

Sunday:

(A) Extend service to Pentagon Station via Pentagon City Station

(B) Adjust trip times to provide a combined 15 minute frequency of service with Routes 16E,P along Columbia Pike between Navy Annex and Baileys Crossroads

Route 16H (Weekday):

(A) Extend from Jefferson St. & Columbia Pike to either:
Option 1 - Skyline City via Jefferson St., Leesburg Pike and George Mason Dr. to Seminary Rd. (current 16W terminal); or,

Option 2 - NVCC-Alexandria campus east entrance via Jefferson St. and Leesburg Pike to terminal in the vicinity of Dawes Ave.

(B) Discontinue service between Pentagon City Station and Crystal City Station.

Route 16K (Saturday and Sunday early morning service):

No change

Route 16W (Weekday):

Change to 16H Pentagon City-Skyline City trips via one of the alternative routes described above

REASON FOR PROPOSAL:

Provides direct service between Pentagon Station and the Columbia Heights West area during weekday off-peak hours and all day on weekends and also direct service to Pentagon City from Annandale and Culmore during these same periods. Widening service frequencies reduces costs and more adequately tailors the amount of service to demand during these non-peak hours. The replacement of 16W service with additional 16H trips between Pentagon City and Skyline City maintains service between the Columbia Pike corridor and Skyline City, while eliminating service on the low ridership segments between Crystal City and Pentagon City, and George Mason Drive between Columbia Pike and Leesburg Pike.

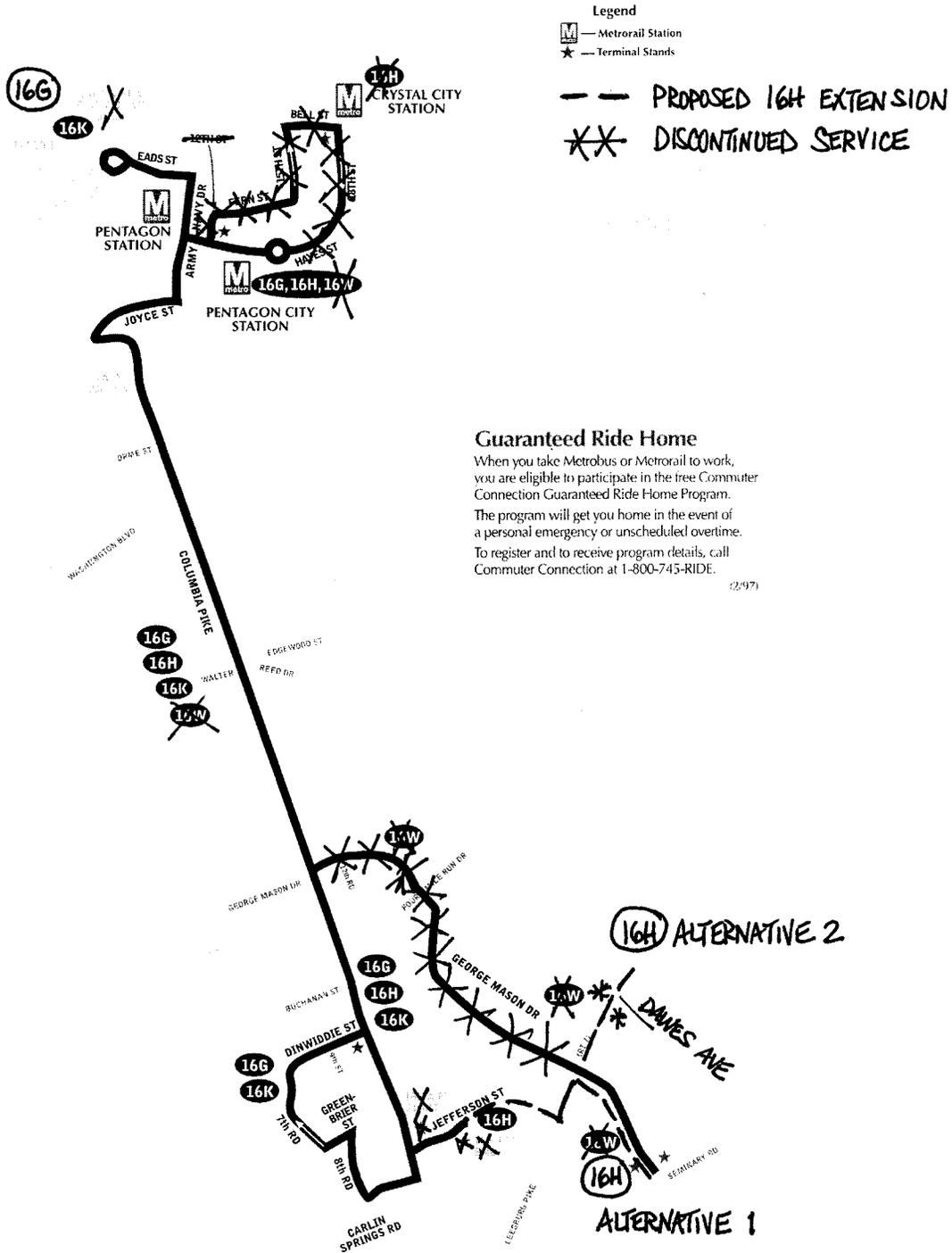
ALTERNATIVE SERVICE AVAILABLE:

Metrorail Blue/Yellow Lines between Crystal City and Pentagon City Stations
22A to George Mason & Four Mile Run Drs. (transfer at Columbia Pike & George Mason Dr.)
ART 75 to S. Frederick St. & George Mason Dr. (transfer at Columbia Pike & S. Frederick St.)

Columbia Heights West-Pentagon City Line

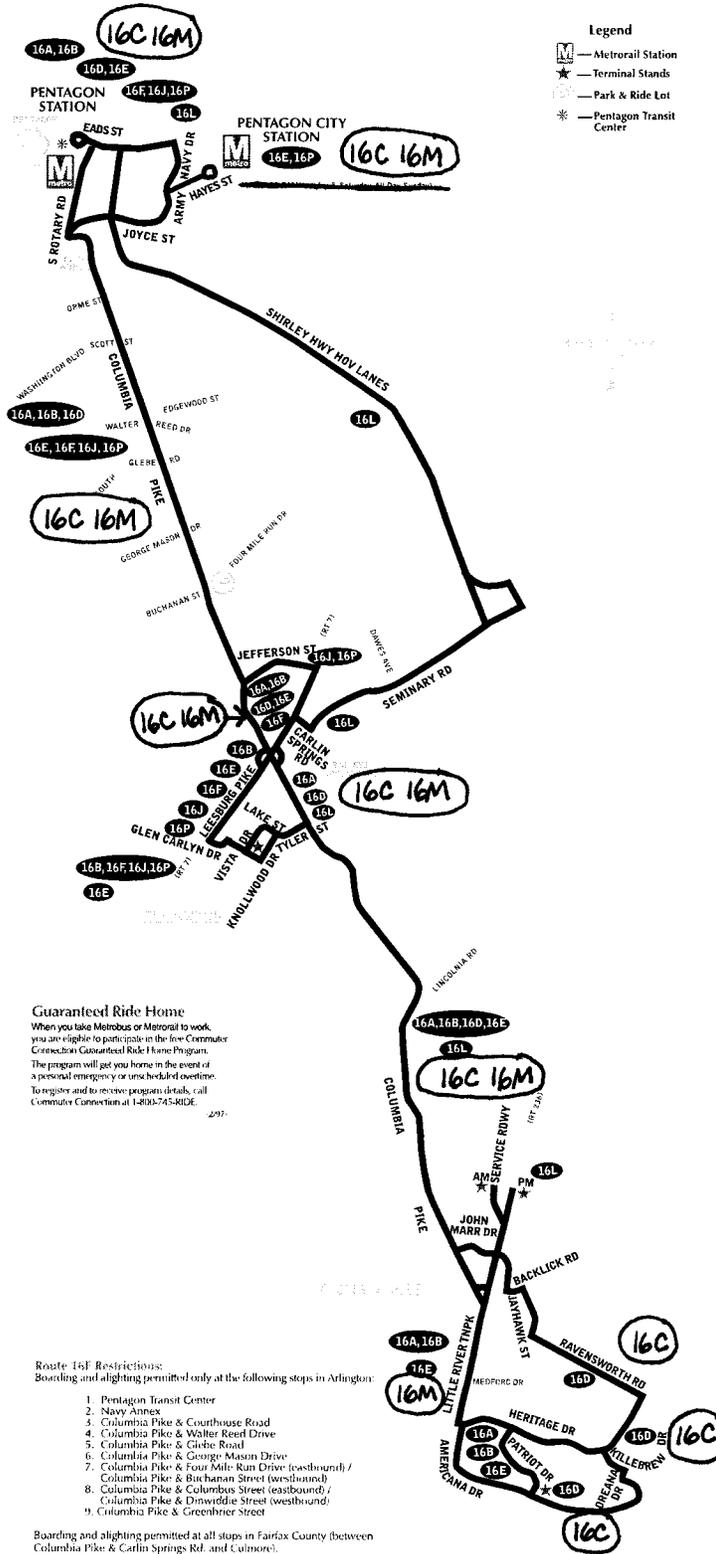
Routes 16G,H,K,W

For route and schedule information
 Call 202-637-7000
www.metroopensdoors.com



Columbia Pike Line
Routes 16A, B, D, E, F, J, P 16C 16M
Annandale-Skyline City-Pentagon Line
Route 16L

For route and schedule information
 Call 202-637-7000
 www.metroopensdoors.com



Docket-B10-1
FARE ADJUSTMENTS FOR METRORAIL, METROBUS AND METROACCESS
AND CHANGES TO PARTS CAPITALIZATION AND PREVENTIVE
MAINTENANCE

I. METRORAIL

1. Metrorail Regular Fare Changes

- a. Implement a surcharge of up to \$0.10 that increases the base boarding charge from \$1.65 to \$1.75 for the period from March 1, 2010 to June 30, 2010.
- b. Implement a surcharge of up to \$0.10 that increases the max fare on the rail system from \$4.50 to \$4.60 for the period from March 1, 2010 to June 30, 2010.
- c. Implement a surcharge of up to \$0.10 on Senior/Disabled rail trips which are currently one-half the regular fare for the period from March 1, 2010 to June 30, 2010.

2. Metrorail Reduced Fare Changes

- a. Implement a surcharge of up to \$0.10 that increases the charge for the first seven composite miles of travel during off-peak periods from \$1.35 to \$1.45 for the period from March 1, 2010 to June 30, 2010.
- b. Implement a surcharge of up to \$0.10 that increases the charge for travel between 7 and 10 composite miles of travel during off-peak periods from \$1.85 to \$1.95 for the period from March 1, 2010 to June 30, 2010.
- c. Implement a surcharge of up to \$0.10 that increases the charge for travel over 10 composite miles during off-peak periods from \$2.35 to \$2.45 for the period from March 1, 2010 to June 30, 2010.

II. METROBUS

1. Metrobus Fare Changes

- a. Increase the cash boarding charge by a surcharge of up to \$0.10, from \$1.35 to \$1.45 for the period from March 1, 2010 to June 30, 2010. The boarding charge for fares paid by SmarTrip® would also increase from \$1.25 to \$1.35 for the period from March 1, 2010 to June 30, 2010.

2. Metrobus Express Service Fare Changes

- a. Increase the cash boarding charge by a surcharge of up to \$0.10 from \$3.10 to \$3.20 for all express buses. The boarding charge for

fares paid by SmarTrip® would also increase by a surcharge of up to \$0.10, from \$3.00 to \$3.10 for the period from March 1, 2010 to June 30, 2010.

3. Increase Special Reduced Metrobus Fares in the District of Columbia and Fairfax County

- a. Increase the charge for reduced Metrobus routes in the District of Columbia and Fairfax County by a surcharge of up to \$0.10, for the period from March 1, 2010 to June 30, 2010.

4. Increase Senior and Disabled Metrobus Fares

- a. Increase the Senior and Disabled Metrobus fare by a surcharge of up to \$0.10. The Senior and Disabled Metrobus fare is currently \$0.60 and will increase to \$0.70 for the period from March 1, 2010 to June 30, 2010.

III. METROACCESS

1. Increase the MetroAccess fare by a surcharge of up to \$0.10, from \$2.50 to \$2.60 for the period from March 1, 2010 to June 30, 2010.

IV. FARE MEDIA – PASSES – Equivalent of 10 cents

1. Changes to Metrorail Fare Media

- a. Increase the price of the Metrorail One Day Pass from to \$7.80 to \$8.30 for the period from March 1, 2010 to June 30, 2010.
- b. Increase the price of the Metrorail Weekly Short Trip Pass from \$26.40 to \$27.90 for the period from March 1, 2010 to June 30, 2010.
- c. Increase the price of the Metrorail Weekly Fast Pass from \$39.00 to \$40.50 for the period from March 1, 2010 to June 30, 2010.
- d. Increase the price of the Metrorail SmartStudent Pass from \$26.00 to \$27.50 for the period from March 1, 2010 to June 30, 2010.*
- e. Increase the price of the Metrorail Transit Link Card on MARC and VRE from \$80.00 to \$84.00 for the period from March 1, 2010 to June 30, 2010.
- f. Increase the price of the Metrorail Transit Line Card on MTA from \$135.00 to \$139.00 for the period from March 1, 2010 to June 30, 2010.

- g. Increase the price of DC Student farecards from \$8.00 for 10 trips to \$8.80 for 10 trips for the period from March 1, 2010 to June 30, 2010.*

2. Changes to Metrobus Fare Media

- a. Increase the price of the Metrobus weekly flash pass from \$11.00 to \$12.00 for the period from March 1, 2010 to June 30, 2010.
- b. Increase the price of DC student tokens from \$6.25 to \$6.85 for the period from March 1, 2010 to June 30, 2010.*
- c. Increase the price of the weekly Senior Flash Pass from \$6.00 to \$6.60 for the period from March 1, 2010 to June 30, 2010.
- d. Increase the price of the weekly Disabled Flash Pass from \$6.00 to \$6.60 for the period from March 1, 2010 to June 30, 2010.

* District of Columbia approval is required (per the DC School Subsidy Agreement)

V. FARE MEDIA – PASSES – Equivalent of Five Cents

1. Changes to Metrorail Fare Media

- a. Increase the price of the Metrorail One Day Pass from to \$7.80 to \$8.05 for the period from March 1, 2010 to June 30, 2010.
- b. Increase the price of the Metrorail Weekly Short Trip Pass from \$26.40 to \$27.15 for the period from March 1, 2010 to June 30, 2010.
- c. Increase the price of the Metrorail Weekly Fast Pass from \$39.00 to \$39.75 for the period from March 1, 2010 to June 30, 2010.
- d. Increase the price of the Metrorail SmartStudent Pass from \$26.00 to \$26.75 for the period from March 1, 2010 to June 30, 2010.*
- e. Increase the price of the Metrorail Transit Link Card on MARC and VRE from \$80.00 to \$82.00 for the period from March 1, 2010 to June 30, 2010.
- f. Increase the price of the Metrorail Transit Line Card on MTA from \$135.00 to \$137.00 for the period from March 1, 2010 to June 30, 2010.
- g. Increase the price of DC Student farecards from \$8.00 for 10 trips to \$8.40 for ten trips for the period from March 1, 2010 to June 30, 2010.*

2. Changes to Metrobus Fare Media

- a. Increase the price of the Metrobus weekly flash pass from \$11.00 to \$11.50 for the period from March 1, 2010 to June 30, 2010.
- b. Increase the price of DC student tokens from \$6.25 to \$6.55 for the period from March 1, 2010 to June 30, 2010.*
- c. Increase the price of the weekly Senior Flash Pass from \$6.00 to \$6.30 for the period from March 1, 2010 to June 30, 2010.
- d. Increase the price of the weekly Disabled Flash Pass from \$6.00 to \$6.30 for the period from March 1, 2010 to June 30, 2010.

* District of Columbia approval is required (per the DC School Subsidy Agreement)

**APPENDIX B:
COMMENTS BY JURISDICTION**

The following charts break down, by jurisdiction, the major categories of opinions and concerns captured in testimony. (Allow for minor rounding errors.)

Support for Option #1 (less than 1% of all respondents)

District of Columbia:	40%
Maryland:	0%
Virginia:	60%
Undisclosed:	0%

Support for Option #2 (1% of all respondents)

District of Columbia:	28.6%
Maryland:	14.3%
Virginia:	42.9%
Undisclosed:	14.3%

Support for Option #3 (3.5% of all respondents)

District of Columbia:	12.5%
Maryland:	16.7%
Virginia:	20.8%
Undisclosed:	50%

Support for Option #4 (21.2% of all respondents)

District of Columbia:	29%
Maryland:	22%
Virginia:	20.6%
Undisclosed:	28.3%

General opposition to modifying service (54.6% of all respondents)

District of Columbia:	31%
Maryland:	31%
Virginia:	20%
Undisclosed:	18%

General support for increasing fares (55.7% of all respondents)

District of Columbia:	28%
Maryland:	25%
Virginia:	22%
Undisclosed:	25%

No fare increase at all (6% of all respondents)

District of Columbia:	41.5%
Maryland:	24.3%
Virginia:	7.3%
Undisclosed:	26.8%

Increasing fares 5 or 10 cents (5% of all respondents)

District of Columbia: 14.2%
Maryland: 25.7%
Virginia: 20%
Undisclosed: 40%

Increasing fares above 10 cents (6.2% of all respondents)

District of Columbia: 30%
Maryland: 25.6%
Virginia: 21%
Undisclosed: 23.2%

Opposition to increasing rail fares specifically (less than 1% of all respondents)

District of Columbia: 0%
Maryland: 33.3%
Virginia: 0%
Undisclosed: 66.6%

Opposition to increasing bus fares specifically (less than 1% of all respondents)

District of Columbia: 25%
Maryland: 0%
Virginia: 25%
Undisclosed: 50%

Support for using more of Metro's capital funds to close the gap (1% of all respondents)

District of Columbia: 11.1%
Maryland: 44.4%
Virginia: 22.2%
Undisclosed: 22.2%

Support for using Metro's capital funds sparingly to close the gap (18.3% of all respondents)

District of Columbia: 32.8%
Maryland: 35.2%
Virginia: 24.8%
Undisclosed: 7.2%

Opposition to using any capital funds to close the gap (6.2% of all respondents)

District of Columbia: 37.2%
Maryland: 27.9%
Virginia: 16.2%
Undisclosed: 18.6%

Support for increased subsidy from federal and local government (8.3 of all respondents)

District of Columbia: 24.5%
Maryland: 31.5%
Virginia: 26.3%
Undisclosed: 17.5%

Support for more expense cuts by Metro (5.6% of all respondents)

District of Columbia: 15.8%
Maryland: 26.3%
Virginia: 18.4%
Undisclosed: 39.5%

Calls to improve service before considering fare increases (3.2% of all respondents)

District of Columbia: 27.2%
Maryland: 13.6%
Virginia: 22.7%
Undisclosed: 36.4%

Speculation that proposed modifications to service will cause people to abandon Metro (17.5% of all respondents)

District of Columbia: 34.1%
Maryland: 31.6%
Virginia: 27.5%
Undisclosed: 6.7%

Opposition to changing rail headways and shortening trains (16% of all respondents)

District of Columbia: 22%
Maryland: 17.4%
Virginia: 26.6%
Undisclosed: 34%

Opposition to reducing rail service hours (17.8% of all respondents)

District of Columbia: 21.3%
Maryland: 14.7%
Virginia: 20.5%
Undisclosed: 43.4%

Support for closing certain rail station mezzanines (3% of all respondents)

District of Columbia: 23.8%
Maryland: 9.5%
Virginia: 33.3%
Undisclosed: 33.3%

Opposition to closing certain rail station mezzanines (8% of all respondents)

District of Columbia:	51.7%
Maryland:	10.7%
Virginia:	9%
Undisclosed:	28.5%

Opposition to changing bus headways (54% of all respondents)

District of Columbia:	20.5%
Maryland:	26.5%
Virginia:	26.5%
Undisclosed:	26.5%

Opposition to reducing the number of bus stops (2.6 of all respondents)

District of Columbia:	16.7%
Maryland:	16.7%
Virginia:	27.7%
Undisclosed:	38.9%